

Wooden Boat Show Issue



# messing about in **BOATS**

*Volume 4 ~ Number 9*

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## Our Next Issue...

We'll see what we can come up with from news accumulated while we did this Wooden Boat Show issue. We expect to have a report on the Sea Kayak Symposium at Castine and the Tugboat Muster in Boston; details on an ambitious two-continent canoe expedition from the Canadian northwest to Cape Horn; a look at Sabre Craft's hi-tech pedal powered boats; a beginning of an ongoing series on access to the water throughout our readership area; and Tom McGrath returns with his Townie adventures, this time marooning a rabbit on a Boston Harbor island.

## On the Cover...

Two nice keelboat daysailers grace the inner lagoon at the Wooden Boat Show at Newport in late August. In the foreground is the FLEET-O-WING designed in 1938 by Aage Nielson and built in 1985 by Pert Lowell Co. of Newbury, MA. In the background is PAPOOSE, a Herreshoff 12-1/2 built by Herreshoff in 1930 for Starling Burgess and restored in 1985 by the Herreshoff Marine Museum of Barrington, RI. Lots more on the Show in this issue.

# Commentary

**BOB  
HICKS**



## Whither thou goest, Wooden Boat Show?

This year's Wooden Boat Show enjoyed pretty nice weather and there was a good crowd attending on Saturday and Sunday. In this issue I look at a number of the more interesting things there were to be seen, and there were many. Yet, people have been asking me if I felt as they did, that "something" was amiss with the Show, that it was slipping away from its earlier days of enthusiastic involvement of wooden boat people.

My answer has been a yes, I too felt this uneasiness about the direction the Show seems to be taking. As the support of the wooden boat trade drops off, the Show has to invite in an increasing number of unrelated exhibitors to fill up the spaces. It is a show that exists to make money for the proprietors of that expensive piece of real estate on the Newport waterfront, and if the wooden boat trade will not or cannot support it, then they look to other sources.

Why does it appear that the trade is not supporting the Show as it might? Well, the number of builders and boats continues to decline. Exhibitors from prior years do not return. Suppliers of materials useful in wooden boat building continue to be there, the hardware people, tool merchants, the epoxy firms, the wood suppliers, a couple of sailmakers. People who sell stuff that wooden boat people might want, items of auxiliary nature to the boats. The looming vacuum is in the builder participation. They are not coming back. They don't sell boats at the Show so they don't think it's worth the expense. That's my interpretation of the situation.

Well, the Wooden Boat Show is a unique opportunity to bring together the builders, suppliers, and

buyers of the products of the trade. To be successful it needs a lot of support from the trade. If the wooden boat public KNOWS there'll be all these builders and suppliers there, they'll come. If they suspect there will not be a good trade representation, they'll not come. It has never been a real "selling" show, it seems that wooden boat folks do not go to the Show, checkbooks in hand, to whipsaw the two or three builders they might do business with on getting a "deal" as do the consumers at the big plastic boat shows. The wooden boat folk come to look, to ponder, to study, to meet builders (not salesmen), to muse, to dream. Not to buy though, at least not right there. Maybe later, after all the considerations have been made, they'll contact the builder of their choice about a boat. But, almost every boat that comes to the Show to be displayed goes home with its builder.

So, if you can't sell your boat(s) at the Show, why support it? I view it as a sort of collective publicity effort by the trade, to firmly establish and present the wooden boatbuilding trade to a potential market. Your boat on display here is a lot more persuasive than its picture in an ad in WOODEN BOAT for a similar cost. Sure the magazine reaches 100,000 readers, but far and away most of them will never be a customer for a local shop. Those most likely to become customers live close by and they can go to the Show, or would go, if they KNEW the trade would all be there.

There's a self-destructive trend at work here now. As the participation of the wooden boat trade declines, the attendance of wooden boat lovers declines, which



in turn makes the Show less attractive to the trade to support. Filling in the blanks with unrelated exhibitors to satisfy the bean counters hastens this deteriorating cycle. People who spoke to me this year in this vein of discouragement are not likely to come back next year. The original charm of the Show, it's near total commitment to wooden boats and related gear, had great appeal to wooden boat dreamers. But the failure of this low key, nearly non-commercial, ambience to generate enough business for the exhibitors has led to the present increased reliance on exhibitors outside the trade. Or peripheral to it at best.

The answer is? Ideally it's the return of the wooden boatbuilders as exhibitors, big and small, to "sell" not just their individual products, but the whole mystique of wooden boats to persons attracted to the idea. This requires a broader

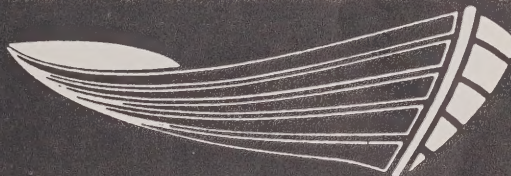
viewpoint from these builders than many can probably summon up, facing economic near-ruin in their small enterprises. They would have to come for the good of the trade as a whole, not just for their own individual benefit. And the Show would have to work at making this renewal of support worthwhile with extra effort at attracting the wooden boat public, support of all the related publications, and improved rapport between the builders and the Show organizers. The present Show management does an entirely acceptable job of putting the Show together from a management viewpoint, but they really do need someone who is from a wooden boat background to work with the exhibitors and reach out to the potentially interested public.

There is a wooden boat "festival" out in Seattle that is a great success as that, a "festival". It's run by the Center for Wooden

Boats, a grass roots wooden boat effort. There is no financial imperative underlying that event of the type that the Newport Yachting Center faces. Their comparatively low overhead approach attracts a lot of area and trade support. We're locked in here with the Newport arrangement (know anyone else who'd stick their neck out on this one?) and should try to make it work.

Maybe this is all an illusion nurtured by those of us who love wooden boats. Maybe there just isn't the interest out there enough to warrant all the dreams of building wooden boats. Yet, the success of WOODEN BOAT magazine seems to suggest otherwise, that there is the interest if the Show can be framed to stimulate it and the trade persuaded to support it. I'd like to hear your views if you have them.

## THE WOODEN BOAT SHOW



Despite the limited number of wooden boat builders at the Show (about 18, out of 210 listed in the New England area in WOODEN BOAT magazine's DIRECTORY OF WOODEN BOAT BUILDERS) there was a great deal that any wooden boat person could find of interest. Most of the exhibitors still offer materials, supplies, services of direct interest to wooden boat people. Wood, epoxies, hardware, tools, sails, spars, books, all this sort of thing. If you were contemplating or are already involved in building or restoring a wooden boat, here in one place was just about all you'd need to check out for your project.

In addition to the trade exhibits, several wooden boat museums and clubs had extensive exhibits. These provided the chance to see a variety of wooden boats, traditional and modern, if inspiration was your objective. Also from these comes useful information and opportunity to make contact with kindred spirits in your particular wooden boat enthusiasm.

Then there were the used boats for sale. A few small boats were offered by private parties, but the bulk of the craft were larger "yachts", mostly sail, but with a few power boats included. A large group was under one broker's banner, but others were individually offered.



Unable to buy a wooden "yacht" but still enamored of the type? There was the "Concourse d' Elegance, a number of fancy wooden yachts moored in the nearby marina, directly accessible from the Show. On Saturday these craft paraded past the Show as a further attraction.

Finally there was the entertainment provided by the Sika "Quick & Dirty Boat Building Contest", the seemingly inexhaustible annual creative effort at building boats FAST and CHEAP. The culmination of this event is a race which can be bizarre indeed. Further entertainment in musical form was offered daily by the Wickford

Express, sea chanty stuff, you could sit and listen while you ate your \$.75 hot dog.

To me, the Wooden Boat Show is well worth a day trip as a wooden boat nut. Of course, with this publication, I have "business" reasons to be there too, to spend the entire four days there, in fact. On the following pages are the results of this, a long ramble through the Show bringing you my impressions of what there was to be seen and learned. It's not a complete review of everything there, it's a look at what caught my attention as subjects I thought might be of interest.





# Boatbuilders

## Vineyard Dorries

Late Sunday afternoon I stopped by Bob Woodruff's 19' Pete Culter designed SHEARWATER to ask if Vineyard Dorries was in business. "No, I'm afraid not. Not yet, anyway," he responded. Bob had brought his beautifully built ketch rigged dory to the Show to see if interest in the boat would warrant setting up shop to build his dream boat for others. "I handed out hundreds of pamphlets," he went on, "and had several interested enough to come back, and even talk about getting together the money, but no orders." Bob was asking \$7,500 for the workboat finished craft. He had built it for himself as the boat he wanted to own. It came out so well that he thought perhaps there might be someone else out there in wooden boat land who would like one. But nobody did enough to place an order at the Show. And so on Monday morning, it would be back to work at the Massachusetts Dept. of Agriculture for Bob Woodruff. He's still ready to build the boat to order, however. If you'd like to know more you can still reach him at 180 Franklin St., Newton, MA 02150, (617) 693-5995.

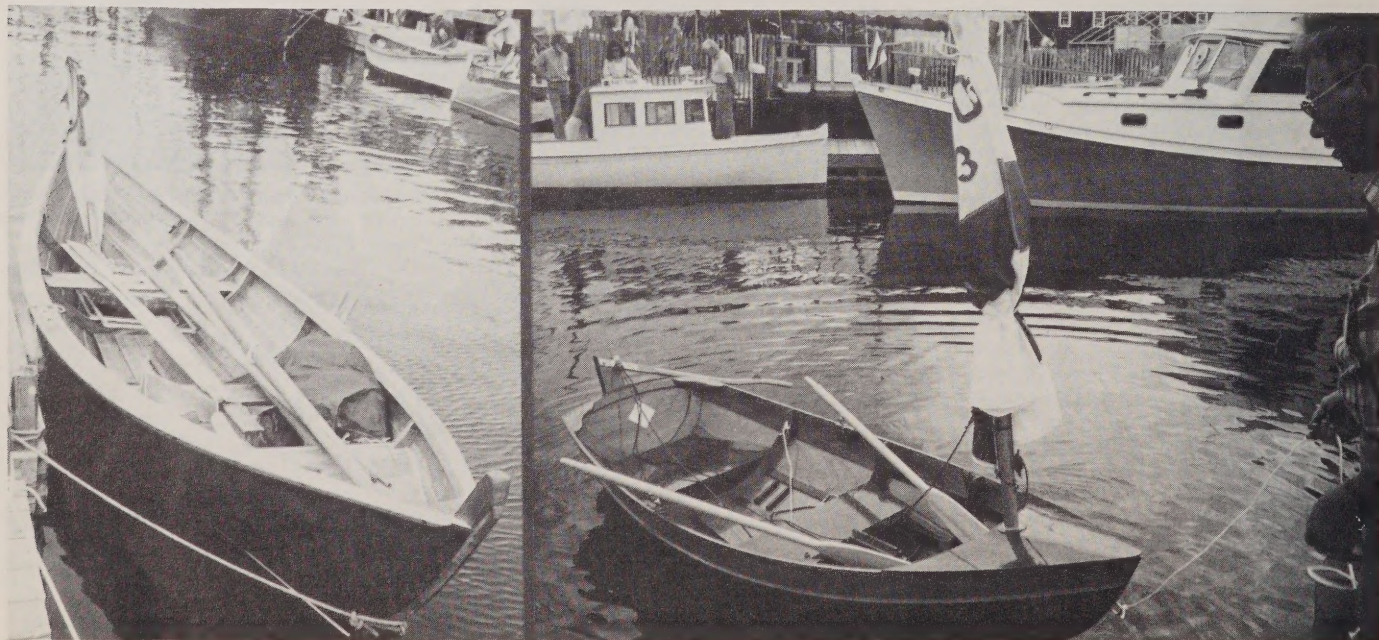
## Mobile Marine

Dan Lindrooth returns every year to the Show, always with his strip built canoes (the only ones in the Show this year) and also bringing along his latest attempt at catching some of the small wooden boat market. This year his approach was aimed at the low price end of that market. He brought his 16' NIGHTHAWK double ender of 1985, priced then at \$9,995, but also the new boat, the 9'6" COOT, described as an "Amesbury Dory Skiff". Dan admits to it being a take-off from a Bolger design, it's round bottomed, built of glued lap plywood, bright finished inside, green outside. Lots of rocker and that round bottom on the 43" beam make it look tippy, but he says it isn't. Nobody who tried it fell in. The key to this new craft was cost, \$990 for the rowing model, \$1490 for the sailing version. Dan uses Bruynzeel ply and epoxy and offers varnished spruce or aluminum spars. Sail area is 43 square feet, sprit rigged. Dan comes from Pennsylvania to show his work to the New England market. Mobile Marine is at 2924 Orchard Ln., Huntingdon Valley, PA 19006, (215) 947-9731.

## Westport Boatworks

Jeff Szala of Westport Boatworks was chuckling about the dilapidated old lapstrake skiff he's been using in his boat show displays this year. At the Small Boat Show, it was the chosen backdrop amongst the glitter of plastic and chrome for many photos. At the Wooden Boat Show it caught the attention of the Mystic Seaport folks. "Even John Gardner found things on this one he hadn't known about," Jeff said. He figures the boat, found in a field, was over 80 years old. It's beyond restoration and Jeff was going to take it apart for patterns for building a replica. "But the Mystic guys don't want me to, now," Jeff said, "they want to put it into their collection after I get the lines off it." Jeff's real business is repair, restoration and building of wooden boats at his Westport Boatworks. He's got a SPRAY underway as a spec project, made a lot of the bits and pieces during slow times at the shop, has much of the keel readied too. Another SPRAY! Westport Boatworks is no longer in Westport, but is now at 169 Riverside Dr. in Tiverton, RI 02878.

Bob Woodruff's SHEARWATER unrigged. Dan Lindrooth contemplates his COOT dinghy.







## New Fogartyville Boatworks



When I saw George Kelly talking to the man in the funky looking fantail launch with its tugboat sort of cabin, I should have realized what it was. But no, it wasn't until I talked with Turner Matthews that I learned this was a 24' Culler Harbor Launch. Later on, George was telling me how many people who hold Pete Culler in great, if distant, respect, don't seem to realize that Pete designed motorboats too. Well, the Harbor Launch was indeed a charmer, workboat finished with just a touch of brightwork, cosy pilothouse sort of cabin, big "thumpa-thumpa" Easthope twin gas engine, a modern day built engine of antique design. Turner and Jim Bristol built the boat at their New Fogartyville Boatworks (I LOVE that name!) in Bradenton, Florida. They trailered it up to Newport with harrowing adventures at 2 a.m. going through New York City, still in heavy, re-

lentless traffic. With a rig nearly 50' long overall (car and trailer) they dared not stop to inspect for damage when the trailer wheel smashed into a big pothole. The boat survived and caught a lot of nostalgia buffs' attention at the Show. Periodic firing up of the big Easthope and the resulting propwash at 50 rpm idle when shifted into gear was a sure-fire crowd gatherer. This was the prototype for the New Fogartyville shop and is priced at a nice round \$30,000, sans powerplant. Maybe you would rather have a diesel. The boat is of strip planked juniper, edge nailed and epoxy glued construction. It has a LOT of room for a day on the water for a half-dozen folks who can enjoy slow-boating with that old-time feeling. New Fogartyville Boatworks is at 2620 Manatee Ave. W., Bradenton, FL 33505.

## Tyler Proctor

Each August, Tyler Proctor and his wife bring one of his Herreshoff prams and a peapod to the Wooden Boat Show, to meet all the wooden boat folks he doesn't get to see at his shop in Bar Harbor, ME. They regard it all as a sort of vacation and a chance to see what others are doing in wooden boats. Tyler's craft are nicely made, all painted in white and green. The peapod comes as a rowing or sailing craft. They had a record number of people on their float on Sunday afternoon as it was adjacent to the start of the Sika Challenge race. "It nearly sank us," said Tyler's wife. Tyler is in Bar Harbor, ME 04609, (207) 288-3679.



## RICHARD S. PULSIFER

*Builder of the Casco Bay Hampton*

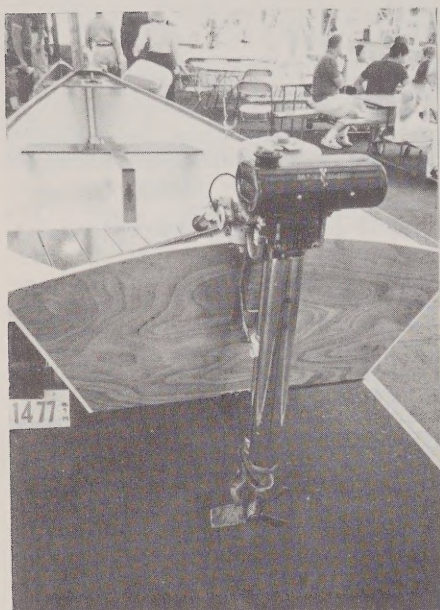
Around the corner of the dock from the Fogartyville folks was Dick Pulsifer and his Casco Bay Hampton launch. Now this is one classy boat of proven Maine coast seakeeping design, nicely finished in painted exterior and satin natural interior, with a center console that incorporates the Yanmar diesel Dick favors. The 22' craft is strip built and with its open, walk-around cockpit, provides a platform on the water that can be enjoyed for cruising, fishing or partying (or even to do work from). Dick was firing up the Yanmar in counterpoint to the big Easthope around the corner, emphasizing here the quiet reliability of the Japanese engine, for those who do not fancy old timey motor power in a boat. Richard Pulsifer is at RFD #3045, Brunswick, ME 04011.



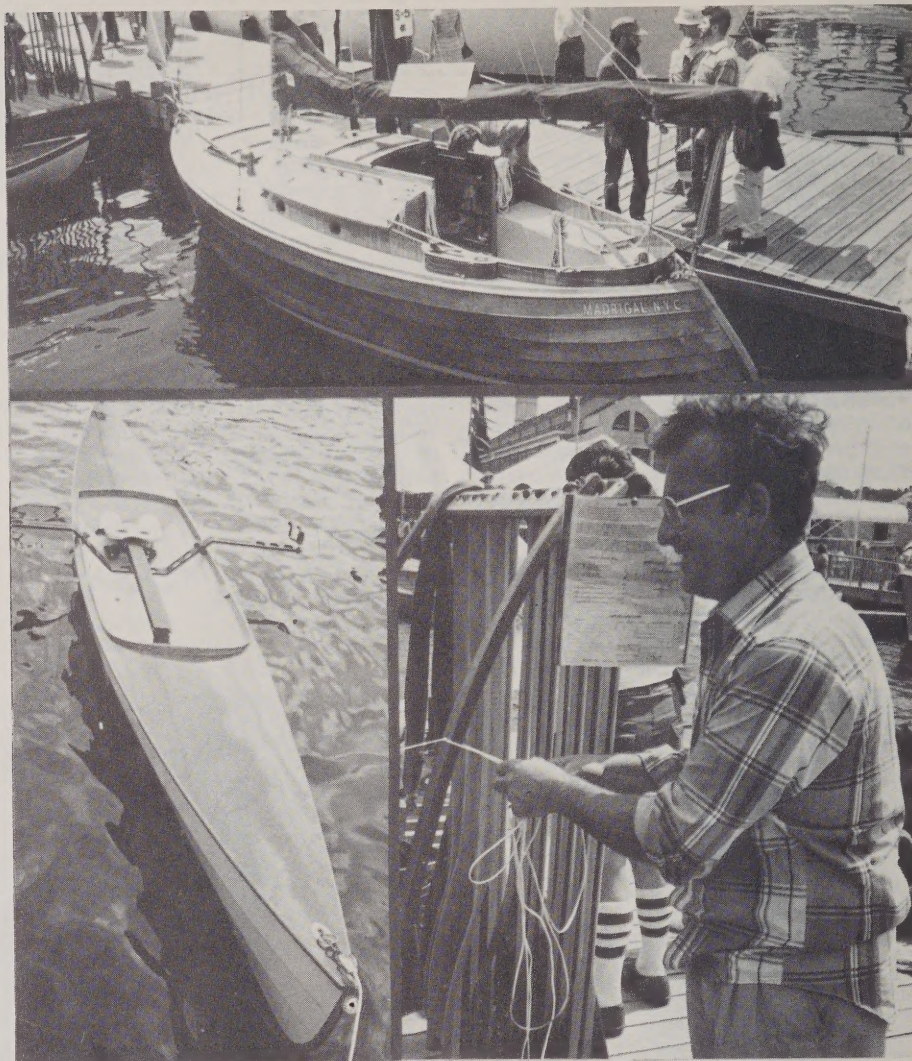


# NORTH RIVER BOATWORKS

## Tom & Steve



Staying with the Show since it began, Tom Hill and Steve Redmond, both from the Burlington, VT, area, have been an enduring team of exhibitors. Steve designs small boats, most famous of them being ELVER, and Tom builds beautiful glued lap ultralight double paddle canoes. Tom also builds prototype boats for Steve from time to time. They've shared booth space at the Show every year, as other builders and designers of small wooden boats have come and gone. Steve's latest creation was on display, his BLUEGILL, a roomy, flat-bottomed craft for sail or power. For purposes of illustrating the power part, Steve had an ancient (looking, anyway) Sea Gull on the transom, rather than one of the modern small outboards. "Only one I could lay my hands on," he explained. Tom has been doing a lot of teaching the past couple of years, he was just back from a stint at the Wooden Boat School and was soon to be off to the Brookfield Craft Center in Connecticut for another course. "I kinda like teaching glued lap construction," Tom admits. He even takes in private tutoring students now, and the student takes home the boat. And the money in all this is pretty good for a one-man shop. And coming soon is a BOOK. "I've been negotiating with International Marine for a year now," Tom said, "and it's moving ahead." Joining the other builders who set aside the plane to take up the pen, Tom is finding talking about and writing about his own special sort of wooden boat building to be a rewarding venture.



MADRIGAL, HALF MOON, Dave Kavner & his Pisces paddles.

Fresh off the launching of Dave Gerr's MADRIGAL as chronicled in our August 15th issue, the North River Boatworks crew were at the Show with their North River Skiff, a new recreational rowing shell, HALF MOON, and Danny Sutherland's grandfather's little kids' paddleboat. Tied into their float was MADRIGAL. Dave Gerr handed out over 400 of his brochures to those who lingered long over this 19' beauty. Coming right after our cover story, MADRIGAL's appearance at the Show was noted by many of our readers. HALF MOON is a bit late of an entry into the rowing shell field, but Howie Mittleman feels it will garner some attention. It was fitted with Pian-tedosi's Row Wing sliding seat rig and oars. Nice to see a well made WOODEN recreational shell. North River Boatworks is at 6 Elm St., Albany, NY 12202, (518) 434-4414.

Danny had a "leash" on the paddleboat as kid after kid had a go at paddling it around in the inner basin. But when the TV camera was focussed on it on Friday and Dave Kavner stepped into it, down

it went, recorded forever on videotape. Just too big, Dave. Dave makes a line of really nice wooden canoe paddles (with bits of graphite and such built into them) he markets under the Pisces name. He had a corner in the North River booth. He waxes poetic when he gets talking about paddling, this is from his pamphlet as an example:

"The mist dissipates in swirls among the rocks and cedars that line the shore. Sparkling points of morning light reflect off your paddle as the canoe glides the lake surface. A pileated woodpecker breaks the quiet with rhythmic hammering. You round a point to surprise deer sipping the cool water. As a momentary gaze is shared, the essence of the encounter fills your spirit. The Pisces paddle is designed and crafted for moments like this."

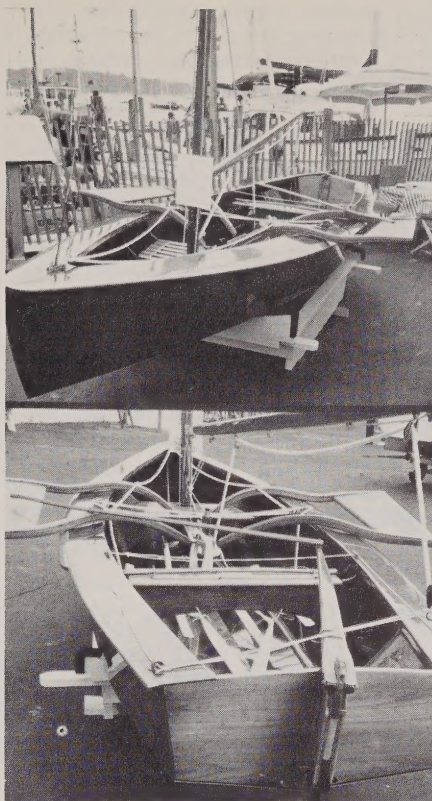
They are beautifully made in several styles, even bent. and \$73 is the top price. For \$5 extra you get a paddle sock. No, Dave said he didn't knit the socks. Pisces is at RD 1, Box 151A, Athens, NY 12015, (518) 945-2633.





## Splinter Group

Bill Niblock was up from Florida for the Show with the focal point of his booth a beautifully restored, bright finished WINDMILL one-design racer, vintage 1960's. This is a high-performance 16 footer (15'6") that is raced without spinnaker or trapeze. It does have outrigger seats on each side for hiking out on. The type was designed in 1953 to bridge a gap between the Optimist pram and Olympic level racers, and was designed for easy home builder construction.



Over 5,000 have been built, mostly wooden. Today the estimated construction time is two to three months and the cost \$1,800-\$2,000. Light construction is featured, a minimum weight (for racing) of 198 lbs. is required, though. There are no frames in the boat, the 1/4" plywood hull is made up over building molds with longitudinal stringers and thwarts and transom providing the stiffness. Niblock's restoration was a beauty with all sorts of nice detailed bits. The boat looks sort of busy with all its rig for hiking out, foot straps, tiller extension, outboard seats. It is a boat to be SAILED, not sat in, and lays claim to being the only easily homebuilt high-performance one-design available today. It's raced mostly in the southeast, judging from the Windmill Class calendar, and a recent Southern Championship attracted 20 boats, so it's not as popular as it once was, obviously. Bill Niblock is at Splinter Group, Inc., P.O. Box 704, Sarasota, FL 33578, (813) 922-8462. The Windmill Class Ass'n is at P.O. Box 43564, Birmingham, AL 35243.

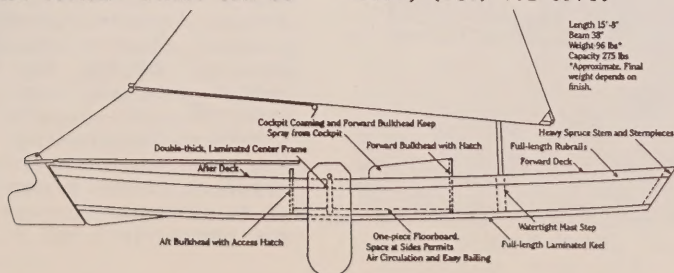
## MOLLY BROWN

Joe Reisner chose this name because of that "unsinkable" connotation, for his kit boat is aimed right at the person with NO boating experience and NO building experience. The 16' sharpie style craft has huge fore and aft flotation chambers with a four foot long cockpit that designer Reisner says fits his 6'5", 225 lb frame nicely. The sail rig is a low lateen type similar to those used on boardsailers, Sunfish sort of thing. The boat is also arranged for rowing or double paddling, another "all-in-one" effort. For the NO building part, the kit is not only pre-cut but pre-assembled, put together at the factory (no glue), then dismantled and packed into the box. Hard to go wrong on putting this one together. Two choices are offered, a full kit with everything you need and a short kit without the decks and bottom. These can be

## Kit Boats

This year I talked with two exhibitors offering kit boats, the 16' MOLLY BROWN sailing sharpie from Mackinac Boat Kits and a pair of dinghies described as "A Boat in a Box" from Merryman Boats.

cut easily from local lumberyard plywood if you like, by tracing out the assembled sides from the kit, gluing into place and trimming off edges to fit. This latter is a cost saver option, about \$125 worth. Price for the full kit is \$999.95, the short kit is \$871.91. The sail kit is another \$246.76. The 7' Carlisle oar kit is \$50.21 and the 7' Carlisle double paddle is \$31.66. So you can spend about \$1325 for the lot. Reisner is no stranger to boats, he and his wife once published CANOE magazine in an earlier time, from their home in Indian- a. Mackinac Boat Kits is at 9600 Seventeen Mile Rd. in Marshall, MI 49068, (616) 781-6974.



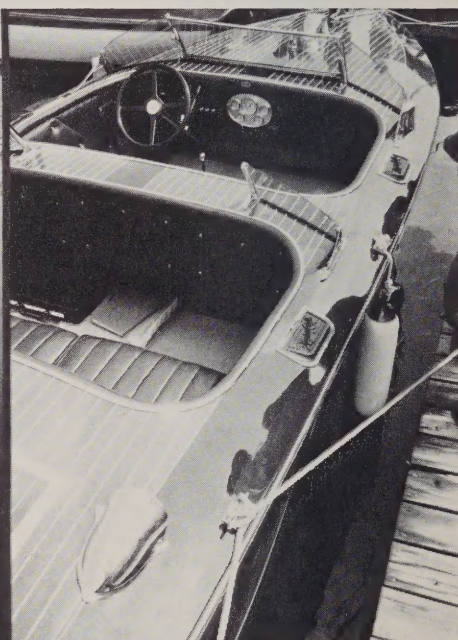
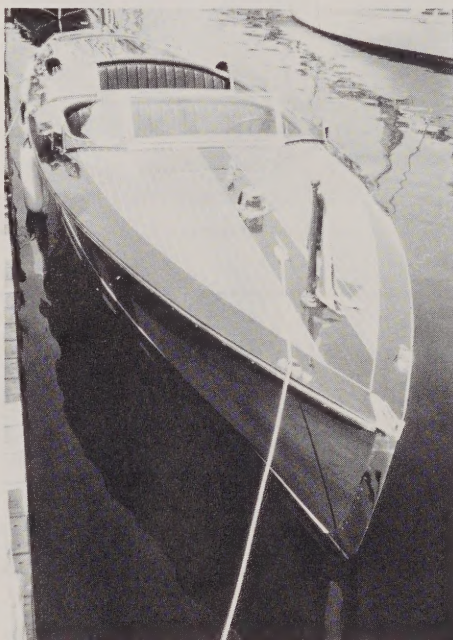
Here we have two glued lapstrake dinghy kits, one 6'x3', the other 8'x4'. They are British designed and the guys from Merryman Boats in Ithaca, MI, have the exclusive North American rights to fabricate and market the kits. These too are aimed at the complete novice, with a "build by the pictures" manual, and you get "results in minutes". The kit is complete with all pre-cut wood bits, epoxy resin, oars, oarlocks, mast, sail and line. There's even a great big caster on the keel up forward for rolling the boat to water (on hard surfaces only) if the carrying weights of 45 lbs and 72 lbs are too much to hoist. The "handles" for this wheelbarrow approach are the oars extending through appropriate openings in the transom. Prices are \$549 for the 6' and \$799 for the 8', FOB Merryman Boats. They are at 127 W. North St. in Ithaca, MI 48847, (517) 875-3788.



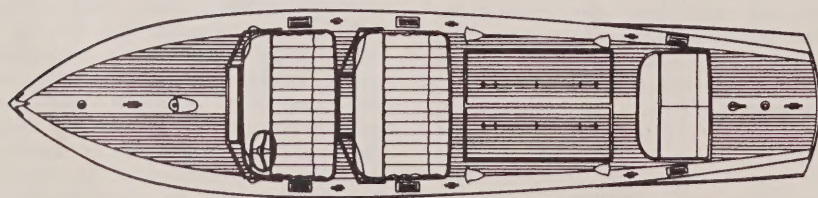
# Hacker Craft

Yes, Hackercraft went out of business long ago, but the boats lingered on as treasured family runabouts or restoration projects. One who did such restorations was Bill Morgan of Silver Bay, NY, on Lake George. In 1983, Morgan had acquired all the Hackercraft plans, rights, etc. and had resumed production of three models, a 26' Gentlemen's Roadster, a 26' Three Cockpit Runabout and a 30' Three Cockpit Runabout. A couple of young men who work for Bill and who attend the Wooden Boat Show each year persuaded Morgan to let them trailer down the 30' model for this year's Show. In the water right by the launching ramp in the heart of the Show, this long, sleek replica of yesteryear's glory was some eyecatcher at a strategic location. And every time the young man started up the 454 cubic inch Chevy engine, that healthy rumble echoed down the floats attracting all ears. If you like the sound of big motors, this was music. The new Hackercraft looks like the original but has that modern powerplant and a hull glued up with epoxy. Extra frames, stronger stringers, doubled floor timbers, all stainless fastenings, are fur-

ther modern improvements in construction techniques. The externally apparent construction details are impeccable, the finish and trim just so. And that lo-o-o-o-ng hull, like a stretch limo. Production it is, though, about 12 boats a year, according to the young spokesman. The price at \$45,000 was the lowest of the three new runabouts on display, reflecting the "production" approach. I asked the young man if he worked in the shop in Silver Bay. "Oh, yes, I always wanted to do this sort of work and after I graduated from college, I dropped by Morgan's to look over what they do. When I told Bill I'd like to work on that sort of boat, he offered me a job with him." Heady stuff for the youthful wooden boat lover. Hacker Boat Company is at the Boat Works, Silver Bay, NY 12874, (518) 543-6666.



**HACKERCRAFT  
30 FOOT RUNABOUT**



## GENERAL SPECIFICATIONS

### 26 ft. Runabout

Length O.A.	25' 11"	Free Board Aft	21"
Beam	7"	Free Board Forward	32"
Draft	24"	Seating Capacity	9

Fuel Capacity 50 Gallons  
Engine—Crusader V-8 454 Cu. In. D. 350 H.P. with 1.52:1 Reduction Gear  
Top Speed 50 + m.p.h.

### 30 ft. Runabout

Length O.A.	30'	Free Board Aft	21"
Beam	7' 1"	Free Board Forward	32"
Draft	24"	Seating Capacity	11

Fuel Capacity 50 Gallons  
Engine—Crusader V-8 454 Cu. In. D. 350 H.P. with 1.52:1 Reduction Gear  
Top Speed 50 + m.p.h.

# Mahogany

Interest in varnished mahogany speedboats must be on the increase judging from the appearance at the Show this year of several "new" runabouts of the genre. In past years, restored vintage runabouts have been displayed by the Antique & Classic Boat Society members and I believe the new Grand Craft put in an appearance last year. Well this year the ACBS display of owner restored runabouts was again on hand, but three new boats also were displayed by builders (either already in the trade or desiring to be in it. And a couple of other privately owned restorations were offered too.

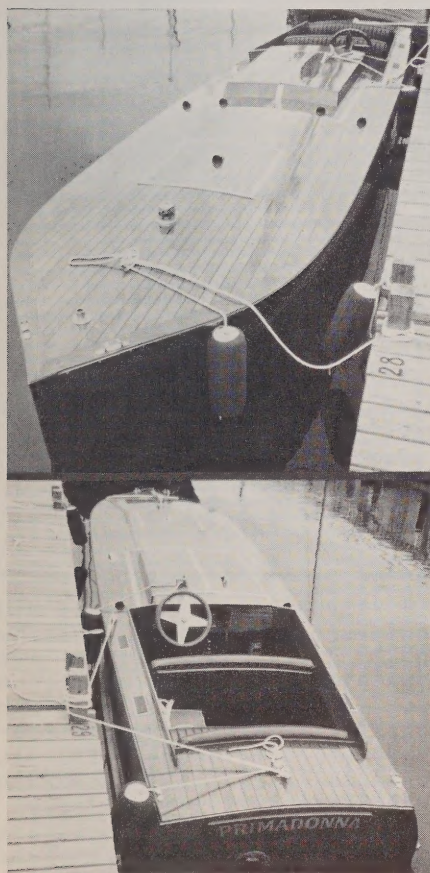
## PRIMADONNA

Charlie Meads' 23' runabout, PRIMA DONNA, was in the water, gleaming varnished red mahogany set off by chrome trim and bright red seat upholstery. Charlie does boat building and repair in Osterville on Cape Cod and he too designed his own version of the classic mahogany speedboat. Here too the cockpit sits at the very back end of a long expanse of mahogany foredeck, under which in this case sits a V-6 Crusader, 4.3 liter engine. Another spare-no-expense project, Charlie has his product priced at \$52,500. The hull is cold molded mahogany and epoxy construction with graphite fiber reinforcement. Interesting to note is the ocean boating approach to hardware, all chrome plated bronze. Also in deference to salt water use, the power plant has a fresh water



# Speedboats

cooling system. Charlie admits to still being awed by the amount of work and expense that his dream ultimately absorbed, but he's pleased with the results. And he was pleased with all the attention he got. "This has been great exposure," he said, "hundreds of people have stopped to look and talk and take away my pamphlets." Will an order result? And if not for PRIMA DONNA, perhaps for something else in the custom line? Charlie is at #16, 1112 Main St., Osterville, MA 02655, (617) 428-7789.



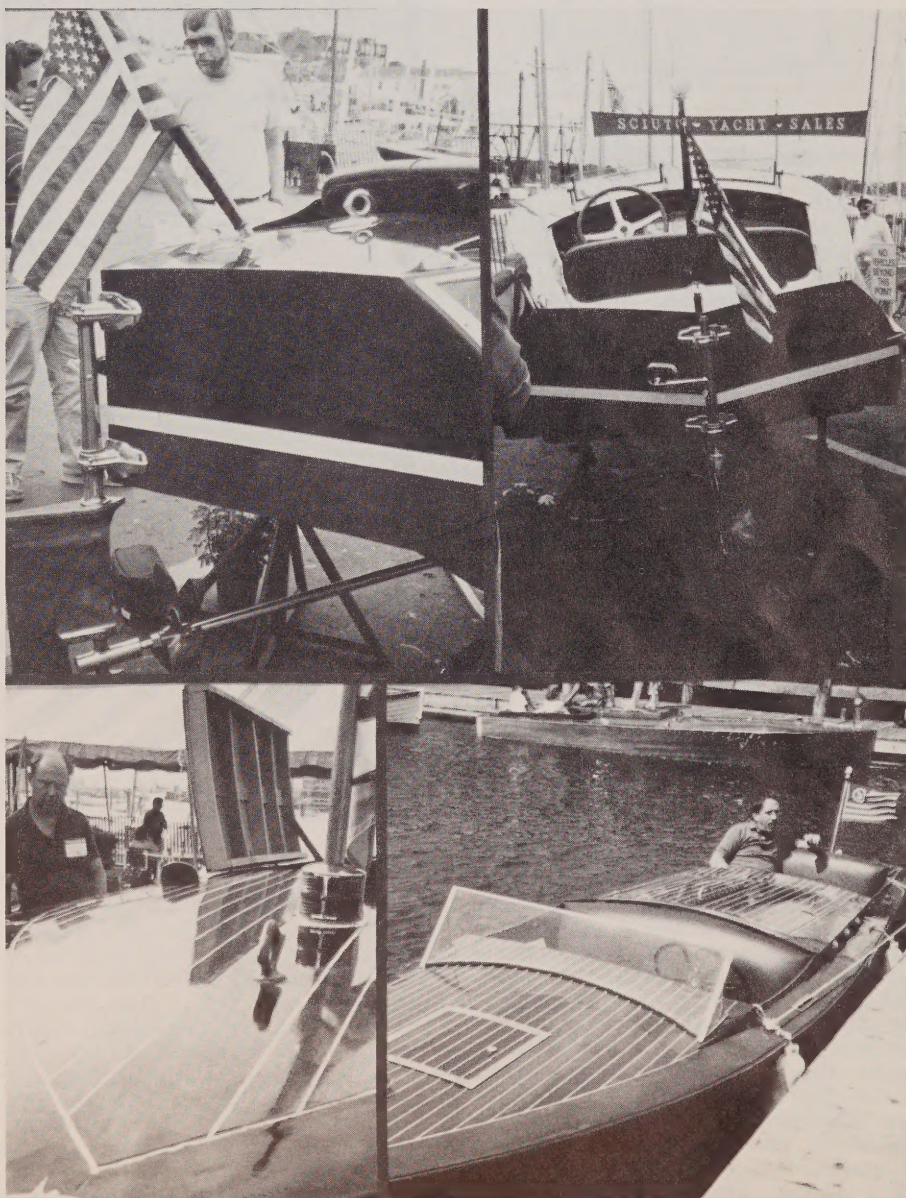
## Restorations

Speedboat lovers who do not enjoy the income level required to own one of the aforementioned boats could contemplate a few restored runabouts offered. Boyd Mefferd had a nice little Garwood two-seater, one of those tiny gems, for \$12,000. Another offering was an 18' Dart, vintage 1930, advertised to do 30 mph with a 95 hp engine, for \$11,500. For me, after all this, it's back to the boatshed at home where the half-finished '41 Chris Craft 17 footer awaits. For a couple of thousand dollars and a lot of time, that'll have to be my runabout. Someday.

## ZEBCRAFT

On Sunday afternoon an announcement came over the PA system that the "Boatbuilder Award" for the 1986 Wooden Boat Show had been presented to Zebcraft. Harvard Forden had this incredible exotic step-hulled speedboat set up at a rakish angle on a land site, glittering brass and bronze trim and hardware highlighting a deep brown mahogany luster hull. The ZEB-CRAFT is a 24' speedboat built along the lines of bygone thunderboats, but not a replica. The hull of triple planked Honduras mahogany is epoxy glued, not the "old way" of doing it. Harvard designed the boat himself, and pursued its construction with a "damn the costs" approach. And so here it was offered at \$85,000. At the rear of this enormous expanse of gleam-

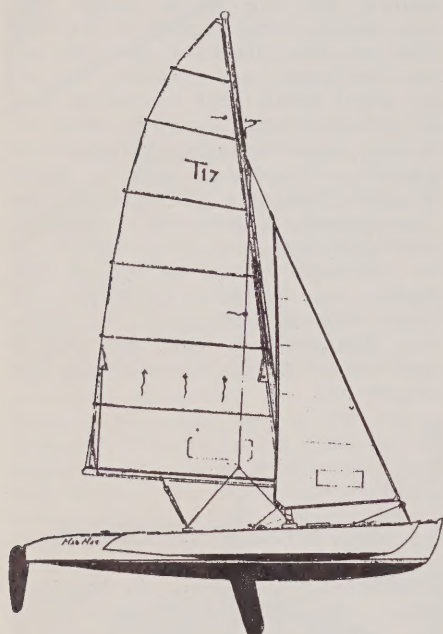
ing mahogany foredeck was the tiny two-seat cockpit, resplendent with hammered brass dashboard plate, wood trimmed steering wheel, deep green leather seats. Under that foredeck sat a 460 cubic inch GMC engine that can drive the boat at 70 mph. Out on the v-shaped transom the outboard rudder post of brass turned inside of brass castings a heavy cast brass rudder just behind the big brass prop. The workmanship was superb in all visible respects. Harvard said that all the hardware was custom, no off the shelf stuff, that something like 35 separate brass castings were involved, each requiring patterns and custom foundry work. Well, \$85,000! This has got to be for the "gentlemen's speedboat" market, wherever that may be. Zebcraft is in business doing restoration and repair on vintage runabouts on Lake Winnepesaukee, in Lakeport, NH. The phone is (603) 524-7189 if you are seriously interested in this league.



Top: Details of the ZEB-CRAFT. Bottom, Boyd Mefferd contemplates a restoration. This DART was offered at \$11,500.



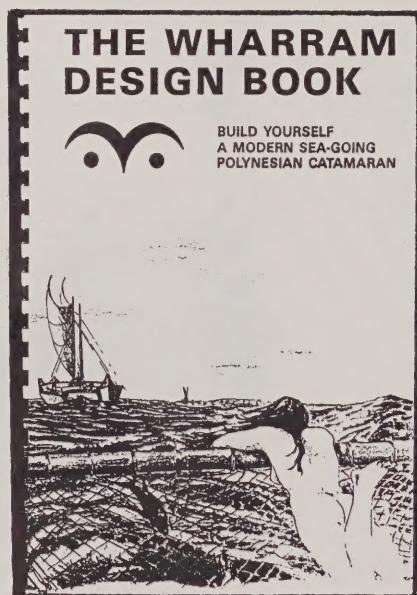
## TRI-BABY 17



Matthew Cooper lives and works in Barrington, RI, and loves trimarans. His TRI-BABY 17 design was on display in prototype form at the Show, a nicely finished blue and white delight in simple plywood construction flying the sail rig from a Hobie 14 with an added jib. The central hull included a cockpit for two, you sit IN this multihull, not ON it. Of course, on the wind, one hikes out by sitting out on the platform connecting the central hull to the windward ama (float, pontoon, hull). Matthew comes from a family that sails multihulls and worked for Dick Newick, the famed multihull designer/builder for a year. That's where his ideas for designing a simple, low cost, small trimaran evolved. MAD MAX, his prototype, has been sailed all summer on Buzzards Bay and Matthew is delighted with its performance. The all-up weight of 350 lbs includes a main hull light enough for two to carry to the water's edge. The craft is easily dismantled for trailering. Dimensions are 17' LOA, 15'10" LWL, 12' Beam, 8"-36" Draft (it has a daggerboard), 350 lbs Weight, 148 Sq. Ft. Sail Area in main and jib. Matthew says the plans will sell for about \$200 and that he will be interested in supplying main components such as hull and ama panels for the home builder. Matthew Cooper is at P.O. Box 168, Barrington, RI 02806, (401) 245-4739.

## Multihulls

I've not gotten much into multihulls other than my one rather exciting sail last summer on a 14' Hobie Cat in Buzzards Bay. Not by design but rather from neglecting to pursue this sort of boat more closely. At the Show there were two multi-hull advocates offering plans. One, James Wharram Designs, is a long established (30 years) catamaran advocate who offers a whole range of polynesian style catamarans. The second was a young man from Barrington, RI, Matthew Cooper, who displayed his prototype trimaran, plans for which he hopes to market.



James Wharram is British. He has designed, built and sailed catamarans for over 30 years. Over 6,000 of his designs have been sold. I did not meet him at the Show, perhaps he wasn't there. I did talk with Ruth, his wife, a German woman who shared his early pioneering voyages, and was one of two delightful free spirited young women involved in his book of 20 years ago, TWO GIRLS, TWO CATAMARANS. Today Ruth has grayed a bit but still exudes that enthusiasm for her husband's concepts. She's sailed the Atlantic a number of times with him in his larger designs. I asked her if they had ever been sailing in the south Pacific from where Wharram's design concepts are drawn. Interestingly enough, she said no. New Zealand, but not polynesia. Well, I am interested in a tiny little summer lake catamaran like that Hobie and the Wharrams have one, the 14' HI-TIA model. Using Wharram's own

building process, which is along stitch and glue lines, with the bulkheads forming the building molds, this seems quite an inexpensive possibility for a winter project. The plans folder was a bulging blue packet with a dozen or so detailed sheets covering all aspects of this job. All for \$90. Could be it'll happen. The other end of his several styles of catamarans is up around 50' with spacious accommodations, ready for ocean cruising. On the DESIGN BOOK the claim is made, "They have sailed over a half-million deep sea miles without a single capsize by wind or wave action." So much for the multihull capsize boogeyman. Along with the boat design concepts derived from polynesian craft comes the casual, laid back lifestyle epitomized in the literature by lovely undressed young ladies sailing the tropic seas or unloading the cartopper on the shores of Brittany. Certainly free spirits, not hired models. THE WHARRAM DESIGN BOOK has all the info in 60 pages, 8.5x11" size, profusely illustrated. The theories, the styles, the individual model specs. This book is \$7 from the U.S. stockists, Binary Boat Systems, P.O. Box 2361, Melbourne, FL 32902. Study plans run \$8 to \$12, building plans \$77 to \$2400 (some BIG stuff is offered).

## Hats

The Tilley Hat people are still hustling their sort of expensive casual looking canvas hats with that slogan about them being, "not yet quite famous". I asked the man when they expected to become famous but he said I'd have to ask the boss, who wasn't there at the time.

Rob Dwelley had a hat that's famous already amongst those who go to sea of necessity, the Black Diamond S'wester. Well, his order hadn't come in, but he did show me his demo. This is a s'wester made from black rubber into a stiff brim hat, the front brim has a turned up edge that forms a gutter leading runoff from the crown around to the back. The beavertail back brim is stiff and stays clear of your rain-gear with the drip edge out over your back. Rob says there's been a hiatus on producing these hats, made from scraps by a firm processing the rubber into other products. It's a Canadian product, and Rob is selling them in the U.S. now at \$25 a pop. Very "Gloucesterman" sort of industrial quality. Rob Dwelley is at 1 Bent Oak Run, Westport, MA 02790, (617) 636-2118 if you want to learn more.





There was this one booth that was just a big rack of oars, up to 16' in length, and the sign said, "Water Power Products. The guys were from Nova Scotia. They had supplied oars last winter to the Cambridge Rindge & Latin high school bateau project, ENTERPRISE, and decided to come to Newport to see what they could do. The name is a mite misleading, it turned out, for their water powered mill in LaHave, NS, doesn't have the muscle to run their oar lathe

so they build the oars in an "electric" mill nearby. The oar shafts are turned on this multiple lathe that turns four at a time, the cutter tool carriage following whatever shaft pattern is fitted to the lathe. A variety of styles is offered, all of fairly traditional type, flat and spoon bladed. Prices are quite attractive in a range from \$32 to \$100 a pair for the #1 grade in 5' to 10' lengths. Longer than 10' oars are priced out at \$12 a foot. The favorable money exchange rate we enjoy with Canada obviously helps out on this price structure. Their order form does investigate your potential needs, even to requesting the weight of each of your hands, at arm's length and at stomach height. They also want to know the sort of boat, intended use, and hoped for speeds. Water Power Products is at RR #1, LaHave, Lunenburg Co., Nova Scotia, Canada B0R 1C0.

## Randolph Spars



Randolph Spars was on hand again, they've been regulars at the Show each year. But this year Bim Randolph couldn't make it, his arthritis has crippled him up to the point where he's had to take on a major therapy program to get his mobility back. Bim's wife Easy and son-in-law Ollie Smith ran the booth, the only spar maker to exhi-

bit. Ollie's taken on an ownership position now in the family firm, he's been with the Randolphs 5 years and says it's what he's always wanted to do, work with wood in his own business. Randolph Spars is at 27 Pine Island Rd. in Mattapoisett, MA 02739, (617) 758-4270.

## SHAW & TENNEY

Not only oars, but also paddles, graced Paul and Helen Reagan's usual corner booth at the Show. The Reagans have a grand time at the Show greeting all their faithful customers and discussing the merits of their products with potential new buyers. As usual, they had a big box full of these little 18" paddles as "souvenirs" for \$2 each, and this year they even had a carton of wooden "tulips", rather squarish models of the real thing in pastel colors, at 2 for \$5. "Each spring when you paint your boat, you paint your tulips," Paul explained, "and that's it for flower care for the rest of the summer!" I noted with interest that Paul also had some of those Oar Clamps from a supplier in Wellfleet, MA, available. These bronze yokes fit over your oar shafts on a thwart in your boat, a shaft protrudes through a hole you drill in the thwart, and a padlock then is inserted into a hole in that shaft beneath the thwart. The oars cannot be removed intact without also taking along the thwart. Saves lugging. The array of paddles and oars offered by Shaw & Tenney is bewildering to one not heavily into either rowing or paddling, it is the result of all those years in the business. They also have caned canoe seats, and Paul had just completed a novel installation of these, as thwarts in Dexter Avery's new DEXTER 9 skiff. First time Paul had to provide cane seats with the ends cut at an angle (for the forward thwart in the skiff.) They looked rather nice in the boat and, according to Dexter, provide a cost reduction for him and a weight reduction for the boat. Shaw & Tenney is at Box 213, Orono, ME 04473.



# Used Boats for Sale

Quite a few privately owned "used" boats were for sale this year at the Show. The major part of the marina area was devoted to biggish (30' plus) yachts, mostly sail, either offered by owners directly or through broker Dick Sciuto ("Wood is Wonderful"). One or two were of workboat type, one nice big powerboat of conservative design was painted in the "right" colors, according to George Kelley,

who's authority on that was Pete Culler. Dark green hull, broad black sheer strake, white waterline. There was a pale yellowish Skipjack looking craft, sort of in "working sail" condition. The rest were pretty much in varying degrees of yacht finish from barely covered up roughness to detailed perfection. A walk by was enough for me since I'm just not oriented to this sort of league.

Top down: This cold molded EEL double ender was very nice, brand new too. A "special" Beetle Cat was offered at \$6,500, only four were built like it. This CATABOUT offered at \$3,000 was one of "dad's" fleet, family was disposing of the fleet following his death.



But the smaller boats were of more interest to me. In the water was a brandy new looking 18' William Garden designed EEL. The cold molded hull was deceptively plastic looking and the aluminum spars sort of added to that look, but it was a beauty of a double ender, last of a smallish production run of the boat from the Pacific northwest, according to the man who was shining it up.

Up on the pavement were several others. A rather special Beetle Cat was offered at a hopeful figure of \$6500, which is somewhat more than a new one will cost you. It seems in 1970 four of these were built by Leo Telesmanick at the Beetle shop to special order. The hull is 3.5" deeper with optional seats in the cockpit (the standard Beetle offers on-the-floor seating). The mast is 2' taller, the boom 9" higher, both rounded instead of rectangular section. The cleats and blocks are of wood instead of bronze. The traveler has wooden end blocks, and toe rails are fitted forward. The guys from the Beetle shop were not optimistic that the price asked by the owner would be paid.

Next to the Beetle was a somewhat used looking 17' Pete Culler sailing skiff built on the Chesapeake, it came in Thursday night and I never did meet the owner. Next along was a 16' CATABOUT sloop, a design by one F. Spaulding Dunbar of Chatham, MA, of 1946 vintage. Buz Callaghan, Jr. was offering the boat at \$3,000, in sailable condition but needing some attention to its overall appearance. Buz's father died two years ago leaving the family his small fleet of daysailers. They have been trying to find homes for them since. The pamphlet Buz offered had extensive information on this class of boat, in which is the claim that, "No CATABOUT race has ever been postponed because of bad weather." Buz can be reached at (401) 596-0838 if this is to your liking.

The lady in attendance at a bright finished restored WIANNO JUNIOR offered at \$10,500 by a Connecticut boatyard told me that Mr. Crosby (which one?) came by on Friday and said, "I know that boat." Crosby built these, about 100 of them some 40 years ago. The boat is a shallow keel/centerboard design, a smaller version of the well-known WIANNO SENIOR, measuring 17'x15'x6'x2' with 250 lbs of ballast, a total weight of 900 lbs, and a marconi sail rig. The boat is at Valley Marine, 236 S. Main St., Deep River, CT 06417 if you want to know more.



## 3 Clubs

Three user groups were represented at the Show this year, the ACBS, the TSCA and the WCHA. Acronyms all.

The Antique & Classic Boat Society is the old powerboat group, the Southern New England Chapter with Hank Conkey at the wheel lined up a half dozen nice varnished mahogany runabouts and had an ongoing hospitality setup in their own tent out on the marina wharf.

The Traditional Small Craft Association serves just that sort of boat, they had their tent out at the gas dock, with a variety of members' boats on hand for tryout by Show goers or on display as representative of what sort of boats these are. Club secretary Eleanor Watson did yeoman service all four days supported by volunteer members and Council members. She said interest was down from last year, though.

The Wooden Canoe Heritage Association had a tent full of nicely restored antique canoes right next to the ACBS folks, some canvas covered, some lapstrake wood, some paper. Yes, Walter Fullam's little 10' paper craft was, this year, upstaged by Brad Kowalski's full sized 16' paper job with its rows of interior varnished ribs. Someone remarked on plans for building in paper this winter, utilizing the comics for the exterior "gel coat" layer. And Geoff Burke brought down from Chocorua, NH, a beautiful 18' lapstrake wooden sailing canoe, a stretched version of a Walt Simmons design, built for local Newport enthusiast, Bob Spring.

While these clubs hope to sign up new members, they also function as gathering places at the Show for devotees of each subculture. It's nice to have them there.



Top down: The ACBS display. A sailing Whitehall at the TSCA display. Geoff Burke (left) delivered this gorgeous 18' lapstrake sailing canoe to new owner Bob Spring (right) at the WCHA display. Left: Brad Kowalski's paper canoe, a full size craft.



# Epoxies & Plywood

Indicative of the trends in wooden boat building, three epoxy suppliers and three plywood suppliers displayed their wares at the Show this year. The Gougeon Brothers, Chem Tech and System Three were the glue people, Boulter Plywood, Harbor Sales and Bruynzeel were the wood folks.

Gougeon had a big display and it included this ongoing exhibit of how long a WEST System (tm) glue joint would withstand severe bending stresses. Some long sticks glued to a base at one end had weights on the other, and timers attached to the outer ends with string. When a joint would finally let go, the time was to be recorded for all to see. Interesting stuff like that. Both the brothers were there to talk with people. Gougeon Brothers are represented in our New England area by JT 's Ship Chandlery, Corner Van Zandt & Farewell, Newport, RI 02840, (401) 846-8170.

Chem Tech owner Jerry Schindler was there, right beside Gougeon. "Not what I would have requested," said Jerry, "but it's okay." Chem Tech offers an epoxy that works a bit differently than the Gougeon type, in that it mixes in equal portions rather than a 5:1 ratio, and also can be used down to 35 degrees, nice for our area climate and that cold boatshed. Chem Tech has three basic forms of stickum pucky, a structural adhesive, a sheathing resin and a surfacing compound. Jerry offers a handy little half-pint "tryout kit" of his T-88 adhesive resin for \$10. Chem Tech is at 4669 Lander Rd., Chagrin Falls, OH 44022.



## ESCAPE WINTER

Small Boat Cruising Co. offers guided camp/cruises along Baja coast, Nov-May in Drascombe Luggers.

**SMALL BOAT CRUISING CENTER**  
P.O. Box 881-833, San Francisco, CA 94188-1833  
(415) 332-9100

I didn't get to visit with the System Three people, another one of those "meant to" things. They have acquired recent fame with an advertising campaign challenging the Gougeon's use of wood epoxy saturation technique in an acronym, the trademarked WEST System name. I understand there's a big lawsuit as a result of this. To find out more about their epoxy, though, you'll have to contact System Three Resins, P.O. Box 80723, Seattle, WA 98108.

The plywood people handiest for me have been the Boulter Plywood Corp. in Somerville, MA. Not only are they only 18 miles away, but they stock what I need and would supply partial sheets to order, or even extra length sheets. At the Show they had just a table with some little 2" squares of plywood promo bits and catalogues and a pleasant lady to hand them out. Looking through the catalogue I was interested to find that Boulter has hardwood plywood as well as softwood plywood, marine grades, of course, and also offers solid hardwoods to go along with the plys. They were originally in the showcase trade from 1924 to 1950, present owner Fred Boulter's father Charles the founder. A nice handy sales device is their offer of a kit of 18 pieces, each 9" square by 1/4" thick, of all hardwood plywoods they sell, so you can make a choice for a major project. The kit is \$20. Boulter is at 24 Broadway, Somerville, MA 02145, (617) 666-1340.

Harbor Sales came up from Baltimore, not quite so handy. They had a big display of all sorts of panels finished off in various patterns, a whole set laid out right on the "floor" of their tent for you to walk on. Good stuff for decks, it seems. They offer a host of brands and specialize in giant size panels scarfed to any length to order. Harbor Sales is at 1401 Russell St., Baltimore, MD 21230, (301) 727-0106.

The third plywood display I noted was the Bruynzeel brand, a sophisticated trade show exhibit aimed at the wholesale market so I didn't get involved. You buy Bruynzeel through dealers, not direct from them.



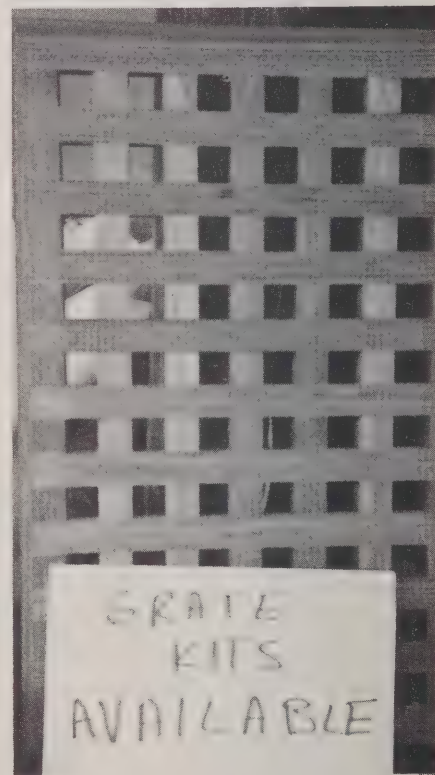
ACCESSORIES  
BOATS  
CANOES



**WALT'S BOAT 'N TACKLE**  
 1275 PAWTUCKET BLVD. • RT. 113 • LOWELL, MA 01854  
 (617) 454-1746

# Teak

The Maltings Co. of Richmond, VA, isn't a plywood source, they offer teak and South American mahogany at attractive prices retail or wholesale. Stephen Hart, the owner, manned his own booth at the Show and had, amongst the stock lumber lists available, a special offer on teak grate components. He will supply, to your approximate finished grate dimensions, the milled and slotted strips that you then glue together with epoxy into your chosen overall grate size. This offers a substantial saving over a finished custom teak grate. Stephen's most significant service on the teak or mahogany lumber is his price discounts for relatively small lots well under 1000 board foot quantities. He's interested in small lot sales to small builders. The Maltings Company is at 6801 Lakewood Dr., Richmond, VA 23229, (804) 285-1096.



## The Chamois Man

I've grown rather fond of the Cambridge Chamois man. He's the carnival barker guy, the saladmaster man, the one who always draws a crowd for his little act (if anyone at all is within hearing). How he can do that same old spiel so many times with such genuine sounding BELIEF in what he's saying just charms me. He's at the boat shows I go to each year. It's a hobby for him, he's a professional opera singer by trade. There's just no telling . . .





# THE SIKA CHALLENGE CUP -1986

1986 Fifth Annual SIKA CHALLENGE CUP RACES

***What Can You Do With: Two Sheets of Plywood,  
A Piece of Canvas, Six 2x4s, & Sikaflex 241?***

There's no question about the entertainment value of this annual exercise in creative use of a few sheets of plywood, a couple of 2x4's, a scrap of cloth and lots of Sika Flex adhesive and nails. Six applicants are selected each year to build their designs and then race them for all to see the results. The bleachers in the construction tent are always full during the building hours, and the docks are packed at race time to see if these boats really will work. Anticipation of spectacular sinkings runs high too.

This year the race was a real challenge, with blustery northwest winds gusting to 35 knots blowing right in onto the Show waterfront. With plenty of rescue craft at hand, the builders/rowers/sailors sallied forth despite conditions not friendly to even a seriously seaworthy small craft. In deference to the conditions, the course was foreshortened, with the rowing start inside the Show basin in the channel separating the Show from the fishing pier. Rowing or paddling dead into the wind out this channel, the contestants turned a mark for a cross wind leg along

the main Newport harbor channel past the Show docks, they could row, paddle or sail this leg. Then a turn around the next mark brought them dead downwind into the finish at the main gas dock of the Show.

The boats. Conservatism and radicalism were both represented. Two guys from Louisiana built a very conservative plumb sided double ender with plenty of freeboard. Two guys from New Hampshire built a rather nice looking "round bottomed" double ender, achieved with a shallow vee keel and a chine at the waterline. Former Show manager, Rob Dwelley, and his partner built another flat bottomed "box" with a transom stern. Moving on to the more radical craft, one man and his son (about 10) built a really stylish looking curved hull and deck outrigger, looking much like a small hydroplane saucer hull. The boy was the designer. A very useful looking double kayak (undecked) was built by two guys, very narrow as kayaks are, and with low freeboard, not very encouraging looking for rough water with no deck. A man and wife team

built a radical long narrow double ender with two A-frame (across the boat) masts and two sails. No sign of an outrigger, but it certainly appeared as if one would be needed.

On to the race. It took a while to even get started. The water at the inner end of the channel was relatively flat but the wind blew the boats backwards once in the water, anyway. Right off one boat was out of the race. The last mentioned two master went right under upon being entered by the crew, practically no initial stability, and no final stability at all. Never had a chance to try that split rig in the 25-35 knot winds. The remaining five did get to the line and were off.

The "round bottomed" double ender, under oars, took an immediate strong lead coming out into the teeth of the gale. It moved very well. Right behind came the somewhat more precarious kayak, the paddle blades rather too small to make much impression in the steep little chop. Dwelley & Co.'s box came next, then the Louisiana boat, which was having windage problems

Kayak under construction. Two-masted craft had very narrow beam, no outriggers. "Hydroplane" concept designed by 10 year old, built by him and his father.





with those high sides. The father and son team had trouble using their double paddles with the outrigger on one side and were blown back into the starting channel when they came out into the open harbor.

Turning the first mark, the order remained unchanged, the oar powered craft with its better stability and better grip on the water moving out. At the second mark, it was time for the sailing leg. Here a gray area in the rules was revealed. The leading boat lofted its oars and allowed the wind to push it to the finish, still well ahead. The sail rig remained out of sight. They did "sail" in, sort of. Meanwhile, the kayak did not make the turn, but carried on down the main channel, further and further as the rear crewman wrestled with the sail rig and the forward paddler kept on paddling to stay upright. When the rig went up, it went right over backwards, as did the rear crew member, and the craft swamped from the rear.

Dwelle's boat rounded the mark and the forward located mast blossomed out with a wing-and-wing sail, the clews held in each hand by the forward crew. Despite some rather severe rocking and rolling, Rob at the helm (a paddle) kept on course and they sailed in to finish in spectacular fashion. This left our conservative folks from the South. They rounded the mark, but their sail rig, mounted in the rear of the boat, had so much weather helm that they could not turn downwind, even heavily reefed.. Desperate paddling up front kept the boat broadside to the wind, and so they crabbed slowly in to the finish. The driest of the lot, but rather undignified as sailors.

When times for building and race finishing positions were calculated, it was a tie. Dwelle's "basic boat" had sailed well enough and had been built in less time, but the first craft to finish had rowed much better. A sign on the latter craft announced:

"A Hillsboro County Zucchini Boat (it was green) by the Aero-bic Boatbuilding Center of New Hampshire, a wholly owned subsidiary of Cash & Carry Boatyard, 'Quality Boats Built While You Wait', Allen Pickman, designer, Bill McAviney, helmsman." Undoubtedly the "quality" boat in the fleet, the Zucchini boat was built in 2 hours, 37 minutes.

Near right: The downwind run to the finish was a sleigh ride for Rob Dwelle and his partner. Middle: The Zucchini boat led all the way under oars but its "sail" to the finish was a rule bender. Far right: The kayak strongly challenged the Zucchini boat but was unable to turn downwind and get sail up, finally swamped









# The Apprenticeshop

of the  
Maine Maritime Museum

Here is a unique arrangement with a maritime museum providing a boatbuilding school as part of its function of preserving the old ways. Started by Lance Lee a dozen years ago, it is today under the direction of John Burke, a boat-builder/licensed skipper who grew up in boatbuilding under the guidance of Pete Culler. The sort of boat that this program might undertake was illustrated at the Show by the pinky schooner MAINE, the most ambitious to date of the craft built at this school. As an "apprentice" program, this school charges no tuition. BUT, to avoid casual dreamers and to assure the full complement of 12 apprentices for each 18 month course, there are a couple of requirements to be met. Anyone contemplating applying for the apprentice program must first complete a 4-week volunteership as a sounding out screening for BOTH the school and the applicant. A \$250 advance deposit is required for this, which is refunded (less a \$15 registration fee) upon arrival of the volunteer. Upon satisfactory completion of this 4-week program, with both sides in agreement on applying now for the full apprentice program, the applicant goes on the list of candidates and a mutually agreeable time for starting is set. A \$1,000 deposit is required at this time, which is refunded at the conclusion of the 18 month course, in order to assure a serious commitment. The Maine Maritime Museum Apprenticeshop is at the Percy & Small Shipyard, Washington St., Bath, ME 04530, (207) 443-1316.

## THE LANDING SCHOOL

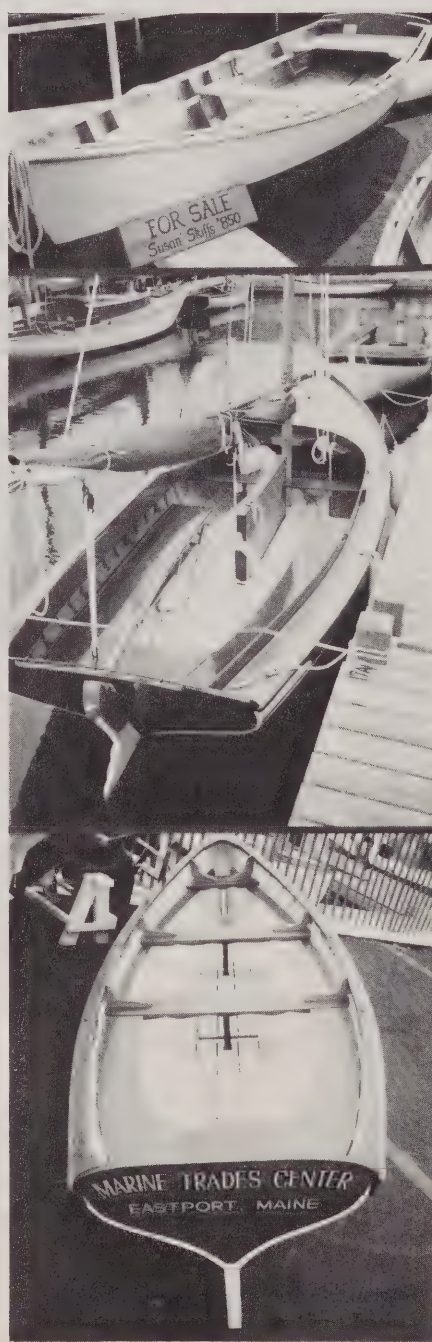
### of Boat Building and Design

John Burgess says they are very busy in Kennebunkport with a full class of 20 aspiring builders each year. Attending school at the Landing is much like going off to a private college, you pay your \$4800 tuition fee for each 42 week course, one on small boats, the other on larger cruising boats, and go to school 5 days a week for hands-on boatbuilding training, with 5 full-time instructors. The small craft are usually built on spec, the primary purpose being the training, while the larger cruising boats are usually commissioned by someone who wishes such a craft built. This means the designs chosen each year do vary, but all are of traditional construction in order to provide the skills training. Since the boats are built by labor that itself pays to do the job, whatever time it takes to get

# 4 Boatbuilding Schools

Four different boatbuilding schools were represented at the Show, an interesting mix they are too. Two "apprenticeshops", a privately run school and a state funded vocational school. So the options offered are different despite the common objective of teaching one how to build wooden boats. They're all in Maine.

Top to bottom: Susan Skiff built by the Rockport Apprenticeshop; Buzzards Bay 19 built by the Landing School; Whitehall built by the Marine Trades Center.



it right is spent, the result is very well done, and the cost to the ultimate owner is substantially under that which a professional builder would have to charge. At the Show, the two Buzzards Bay 19 Concordia sloop boats typified this, one lapstrake, the other carvel, both awfully nice boats offered at about \$8500. The Landing also offers a design course of 42 weeks at a \$4500 fee, as well as a design mini-course within the regular boatbuilding courses. The Landing School is at P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976.



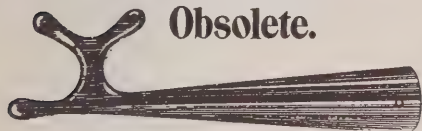
When Lance Lee parted company with the Maine Maritime Museum, he took his apprentice concept to Rockport, ME, where he moved into the old Penobscot Boat Works and set up shop as the Rockport Apprenticeshop. Lance pioneered the apprentice concept as a means of keeping the old ways and techniques from fading away and traditional wooden boatbuilding was one such trade in danger of disappearing. The variety of craft built by the apprentices depends pretty much on what catches Lance's eye, this past winter, for example, it was the French Gigs project which we've given much attention to in this publication. At the Show, the Rockport Apprenticeshop displayed several of the small boat types they build and had on ongoing oar making display. Gaining acceptance as an apprentice has some requirements that must be met. One or the other of two preliminary commitments must first be made. You can sign on for a 6 week internship at a \$700 fee, during which you work on building a small boat. Or you can sign up as a volunteer for 6 weeks at no fee, but this means you get to be the shop gofer, cleanup person, etc. while absorbing what you can of what is going on. After completion of either of these prerequisites, your name goes into the pool of persons from which future apprentices will be drawn as each successive opening comes up. If your name comes up three times and you cannot follow through with the necessary 18 to 24 months commitment, you are removed from the pool. Successful applicants pay no fees, but are required to make a firm 18 to 24 months commitment to the program. The Rockport Apprenticeshop is at P.O. Box 539, Rockport, ME 04856, (207) 236-6071.



## Craftsmanship Downeast Marine Trades Center

Way down in Eastport, ME, as far "down east" as you can go, the state of Maine has a satellite campus for its Calais Vocational Technical Institute. Here a two year program in traditional wooden boat-building is offered to a maximum of 20 students (in the two year program). During the first year the students build 15' Whitehalls working in 3-4 person teams. The second year they build a Herreshoff 12-1/2 style Buzzards Bay keelboat daysailer. The latter offers in a small boat the challenges faced in larger wooden boat construction. At the Show, a nice display of both crafts showed the quality of the work required of the students. Students living in Maine pay about \$1,600 tuition for the two year program, out-of-state students pay about \$4,000 for the two years. According to spokesman Brett Blanchard at the Show, there's room available, no waiting list or preliminary requirements. The completed boats (several of each, each year) are sold to the students at materials cost. If more students wish to buy than there are boats available, they decide who gets the boats with a lottery. Students purchasing the boats are free to dispose of them as they choose, keep them or sell them. I understood that usually some boats are available each year from the students at rather attractive low prices. WCVTI is at River Rd., Calais, ME 04619, (207) 454-2144.

### This New Boat Hook Makes All Others Obsolete.



John Millar had a product that I saw being carried away all during the Show, his new "successor to the conventional boat hook", a three-fingered boathook that can be used in a push as well as pull mode. John is in the furniture business, making components for fine furniture manufacturers. He is, of course, also a boat nut, and the Put-R-Tak is his solution to what he regarded as boathook inadequacies. The hook itself is a manganese bronze casting fitted to a hardwood handle, standard length about 6 feet. He offers lengths to 8 feet on order. The standard boathook sells for \$32 and that didn't seem too steep for a number of folks, it seemed. He markets the boathook as M.B. Associates, Inc., P.O. Box 66, Aspers, PA 17304.

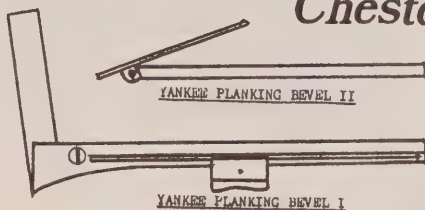
## AIRFORCE

The ultra-trick AIRFORCE, built in wood the modern hi-tech way for Dick Cross of Maine to race in the Single Handed Round the World event that started from Newport on August 30th spent four days on display at the Show. As impressive as it appears to be from outside, with its sheer strake de-

voted to billboard the names of sponsoring firms, it's probably a lot more impressive inside where the setup for one man to race around the world alone just has to be something to see. I thought about asking to go aboard, but then I saw the sign. . .



### Chester's Planking Bevel



I still don't understand how it works (not having tried any planking since a lapstrake skiff years ago) but Chester Rice's Yankee Planking Bevel drew a steady stream of interested people to his booth. Chester says it's the result of 50 years of working on wooden boats and his dissatisfaction with all the methods of planking he was exposed to. He has two versions to offer.

The Yankee I can be adjusted to pick up bevels on planks of 2" to 7.5" in width, any thickness, and also pick up 1/2" backout precisely for recording on a bevel board. The Yankee II was developed for fitting single or shutter planks. It will pick up the bevels of one edge and the width of the inside of the plank at the same time. Chester says it is the only tool that will pick up bevels on concave or wineglass sections and record them on a bevel board.

If beveling planking is something in your future, you might want to find out more about this. Chester Rice is at 15 Court House Ln., E. Greenwich, RI 02818.





## 5 Museums

What other kind of boat show can present five maritime museums? Well, that's the count this year at Newport. Here we have non-profit educational/preservation organizations telling their stories. A couple were perhaps not so well known as the rest.

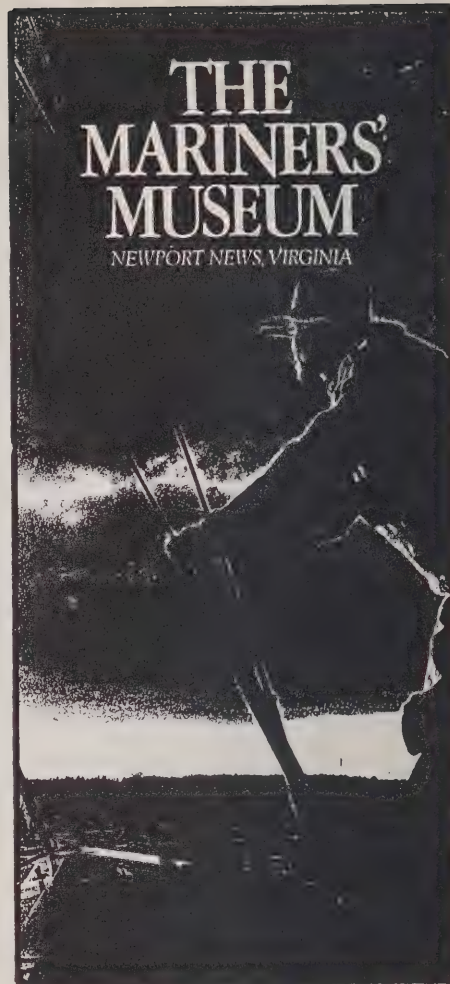
housed in one of the former Herreshoff Mfg. buildings at 18 Burnside St. in Bristol, RI. Some of the smaller vessels, a working steam engine/boiler, artifacts, photos and memorabilia are currently displayed. A move into larger quarters will allow a greater opportunity for presenting the history of this famed boatbuilding firm. For a descriptive brochure, write to the Herreshoff Marine Museum, P.O. Box 450, Bristol, RI 02809 or phone (401) 253-5000.

### Penobscot Marine Museum

Another of the "smaller" museums, the Penobscot Marine Museum is celebrating its 50th year in Searsport, ME, a harbor from which many ships departed for the far east. According to Museum information, 10% of the old sailing skippers in that trade were from Searsport. Presently the Museum has seven buildings in Searsport housing their collections. Their 1986 season closes on October 15th, until then they're open 9:30-5 on Monday through Friday, and 1-5 on Sunday. I'm sorry to say that I didn't get to talk with the folks at the Show, through oversight on my part.

What is left of the old Herreshoff Manufacturing Company of Bristol, RI, has been stored away for historical reference, and gradually put on public display by Halsey Herreshoff. Limited hours for public viewing, presently 1 to 4 p.m. on Wednesdays and Sundays have kept this collection rather low profile, but now things are in the works to enlarge the facilities to display more of the collection during longer hours for public visits. So the Museum brought a restored 12-1/2 to the Show this year in a first attempt to arouse greater public awareness of their existence. PAPOOSE was built in 1930 and sold for \$1,100 to W. Starling Burgess. It was later raced by Edward Leahy, a boyhood friend of Captain Nat Herreshoff. Leahy's sister, Mrs. Robert Miller, donated the boat to the Museum in 1985 and James Belleman, a Museum employee, restored it over the past winter. The Museum collections are

The MAINE, a pinky schooner built by the Maine Maritime Museum Apprenticeship. A Chesapeake skiff raffled off by the Mariners Museum.



The Mariners Museum is located in Newport News, VA, a long way from Newport, RI, so I asked them why they came to the Show with so large a display. They feel they should make their collections of ships and models and artifacts that go back some 3,000 years better known to the people of New England, because Virginia is not





THAT far away, a day's drive. And many New Englanders go right by enroute to Florida winters. Again this year a wooden skiff was raffled off, but unlike last year when the boat was built during the Show, this one was done up beforehand. Plans to build (at least in part) another at the Show fell through when a plank cracked in bending from flaws in the wood-grain. The Mariners Museum is an all-indoors facility. It has a collection of small craft and many models, and the collection is NOT all indigenous to the Chesapeake, but is worldwide in scope. One room, the Chesapeake Bay Gallery, is dedicated to three centuries of watercraft unique to that Bay. The Museum is set in a 500 acre park on a lake. A major part of their Show exhibit was the collection of poster size photos of bygone times on the waterfronts. When photography first became a useful tool for chronicling the times, the age of sail was being infiltrated by the age of steam, and the mix of boats in the harbors of those days was fascinating to see. Steamboats, square riggers, electric street lights and horses and carriages all mixed in together as the new age of technology moved in on the old. The Mariners Museum is at Newport News, VA 23606, (804) 595-0368 and is open 9:5 Monday through Saturday, 12-5 on Sunday.

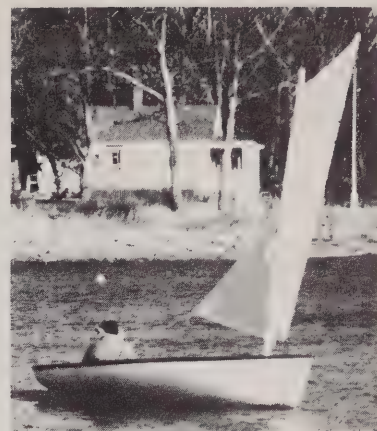


**MYSTIC  
SEAPORT  
MUSEUM.**

**MAINE MARITIME MUSEUM**



These two museums were also on hand and need no elaboration on these pages. Mystic had only the museum exhibit this year, the Museum Store was absent. Maine Maritime had a booth but also had the MAINE, their pinky schooner, enroute home from a month spent on exhibit at Mystic. The MAINE arrived at 2 a.m. on Thursday morning after an all-night slug under power (50 hp diesel) from Mystic into headwinds. John Burke was surprised to learn that the MAINE had been awarded the runner-up spot in the Show's Boatbuilder Award judging. Surprised because the MAINE was far and away the most complex and sizeable example of wooden boatbuilding in the Show. One wondered what the criteria for the judging might have been.



## PISCATAQUA SAILING WHERRY

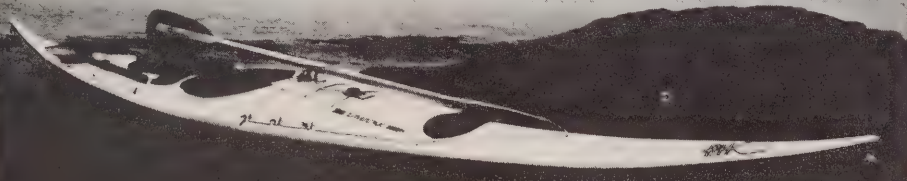
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Stations.

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- Kayaks from the Pacific Northwest & Canada



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**the shipyard box 592, essex, ma 01929**

**DIRIGO**



*Could we have a show of hands, please?*

Do you sometimes wish you had a boat that could take you anywhere? Up the river, down the creek, out around the islands, clear across the bay, or just beyond the next headland? When the wind blows and when it doesn't?

Do you sometimes wish you had a boat that you could take anywhere? Pack your gear, throw it on the car and go?

We are building the DIRIGO 17, a very stable sea touring kayak and the DIRIGO DIPPER, a 10', 6" decked canoe. We thought you might like to know. We would be glad to send you information.

P.O. Box 478B, Blue Hill, Maine 04614  
207-374-2877



# WHAT'S HAPPENING?

## MIGHTY MERRIMACK RIVER RACE

The Custom House Museum of Newburyport, MA, will again host its Mighty Merrimack River Race on September 21st, starting at 2 p.m. from near the public ramp on the north shore of the river in Amesbury, MA. Registration is at the ramp beforehand. Classes for a variety of rowing and paddling craft are provided. The 3.5 mile course finishes at the Museum waterfront in Newburyport. Music and entertainment follow at a nearby waterfront park. For registration details, contact the Custom House Museum at (617) 462-8681 days 10 to 4, or write to them at 25 Water St., Newburyport, MA 01950.



## WOOD RIVER CANOE RACE

The Rhode Island Canoe Association will run the Wood River Canoe Race on September 20th at the Bradford Fishing Access to the Wood River on Rt. 91 in Bradford, RI, starting with 9 a.m. registration. Racing begins at 10:30 with 12 classes catering to single and double canoes, single kayaks, juniors, seniors, etc. Entry fee is \$7.50 per entrant. The 8 mile course will go upstream 4 miles and return. The 3 mile course will do the same over shorter distance. Both finish at the starting location. For further details, call Dick or Jackie Maciel at (617) 528-0951 or Barbara August at (401) 725-3344.

Fall canoe cruises run by the Rhode Island Canoe Association are as follows. To take part you MUST call the designated trip leader for starting times to confirm your attendance.

SEPTEMBER 27: Palmer River, in at County St., out at Rte. 6, leader open.

OCTOBER 18: Upper Pawtuxet River, 5 mile round trip from Furnace Hill Rd. Call J. Sullivan at (401) 822-3028.

## Mid-Atlantic Small Craft

### Festival IV

October 3, 4, 5, 1986



Chesapeake Bay Maritime Museum

Navy Point  
P. O. Box 636  
St. Michaels, MD 21663  
(301) 745-2916

It's outside of our usual geographical area, but the Chesapeake Bay Maritime Museum's Small Craft Festival on October 3, 4 and 5 is reputed to be a grand time for those who enjoy traditional small boats. The three day affair includes workshops on land and boat tryouts and races afloat. Located in St. Michaels, MD, on the "Eastern Shore", the Museum is in the heart of the traditional Chesapeake small boat area. Saturday is workshop and boat tryout day with a "three-legged race" for interested allcomers, requiring boats to be rowed, paddled and sailed around the course. Saturday night's the Crab Feast. And Sunday has a whole series of races for oar, paddle and sail craft. The complete details are in a brochure you can obtain from the Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. I'm going to try to make it this year and bring back the whole story.



Sailing canoeists have the following choice of events scheduled in September:

SEPTEMBER 20 & 21: Sailing and camping cruise on Maine lakes. Call Larry Haff at (203) 762-3230.

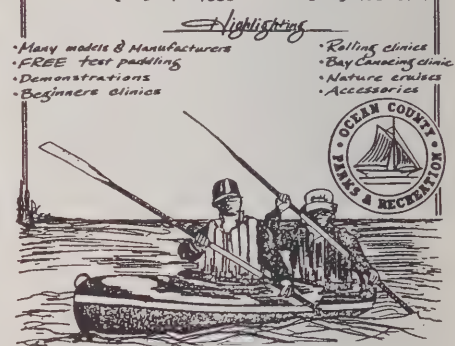
SEPTEMBER 27: Fall rally for all classes, Lake Massabesic, Manchester, NH. Call Larry Zuk at (617) 369-6668.

## 1986 JERSEY SHORE SEA KAYAKING AND BAY CANOEING SHOW

DATE: Sat. SEPT. 20<sup>th</sup> 10am to 4pm  
WHERE: BERKELEY ISLAND PARK  
Brimar Course, Berkeley Township, NJ  
ADMISSION: FREE  
SPONSORED BY:

OCEAN COUNTY  
DEPT. OF PARKS &  
RECREATION  
(201) 370-7360

THE JERSEY PADDLER  
4900 RT. 66  
BRICKTOWN, NJ 07814  
(201) 458-5777



The Ocean County Parks & Recreation people in New Jersey are hosting a gathering of sea kayakers and bay canoeists on September 20th, from 10 a.m. to 4 p.m. at Berkeley Island Park in Berkeley Township, NJ. Co-sponsor is The Jersey Paddler of Bricktown, NJ. There'll be boats and gear to look over and try out and clinics for rolling and bay canoeing. Nature cruises are also scheduled. Admission is free, and the event goes on rain or shine. For more information call (201) 370-7360 or (201) 458-5777.

## MRWC CANOE TRIP

The Merrimack River Watershed Council will host a 7.5 mile canoe trip on October 4th from Lawrence to Haverhill, MA, over a scenic and historic section of the river. Included will be a stopover to visit a large wastewater treatment plant to learn about how river water quality is being improved. Exploration of two tributaries and an island on the river are also included. Co-sponsor is the Massachusetts Division of Fisheries & Wildlife. Leaders and guest experts are provided by MRWC. Any interested canoeist is invited, bring your own canoe and gear. There is a \$7 per person fee and pre-registration is necessary. Contact the MRWC, 694 Main St., W. Newbury, MA 01985, for registration information, or call at (617) 363-5777.





#### OUTDOOR SPORTS CENTER KAY- AKING

The Outdoor Sports Center in Wilton, CT, will hold several fall events for sea kayakers and would-be sea kayakers. The available events are as follows:

SEPTEMBER 18: Sea Kayak Slide Show at Outdoor Sports Center, 80 Danbury Rd., Wilton, CT. Free.

SEPTEMBER 20: New York Harbor (inner) daytrip, Statue of Liberty and Ellis Island. \$50 fee.

SEPTEMBER 21: Thimble Islands (CT) daytrip, \$45 fee.

SEPTEMBER 27: Island Beach State Park daytrip, \$45 fee.

SEPTEMBER 28: Long Beach Island kayak sailing day, \$45 fee.

OCTOBER 4: Introduction to Sea Kayaking day, \$60 fee includes all equipment.

OCTOBER 5: Hudson Highlands Fall Foliage daytrip, \$45 fee.

OCTOBER 11-13: Cape Cod Columbus Day Weekend, 3 days, 2 nights camping, \$125 fee.

OCTOBER 18: Introduction to Double Touring day, \$60 fee includes all equipment.

OCTOBER 19: Staten Island to Sandy Hook advanced level trip (15-20 miles), \$45 fee.

OCTOBER 25: Introduction to Sea Kayaking day, \$60 fee includes all equipment.

OCTOBER 26: New York Harbor (inner) daytrip, Statue of Liberty and Ellis Island. \$50 fee.

NOVEMBER 2: New York Harbor as on OCTOBER 26.

NOVEMBER 28-30: Chesapeake Bay Thanksgiving Weekend, 3 days, 2 nights camping, \$125 fee.

For further details contact the Outdoor Sports Center at (203) 762-8324, or write to them at 80 Danbury Rd., Wilton, CT 06897.



#### MYSTIC SEAPORT MUSEUM

#### SCHOONERS RACE FROM MYSTIC

September 20th is the date for the nineteenth annual schooner race from the Mystic Seaport Museum. While the racing is out on Long Island Sound, the participating schooners may be viewed at the Seaport on Friday and Saturday evenings. For more details call the Seaport at (203) 572-0711.



#### RC MODEL YACHT RACING CALENDAR

Radio controlled model yacht racing has a busy fall schedule, as follows:

SEPTEMBER 21: Gansett Special, EC-12 class, Providence, RI, George Greenhalgh, (401) 245-7493.

SEPTEMBER 27: A Spence Memorial, M class, Central Park, NY, (Madeline Tucker, (212) 874-0656.

SEPTEMBER 28: Randall Memorial, any class, Springfield, MA, George Brown, (413) 788-4669.

OCTOBER 4: Thompson Trophy, M Class, Port Washington, NY, Edward Helme, Jr., (516) 883-8453.

OCTOBER 5: Chandler Hovey Cup, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

OCTOBER 11: Ballentine Trophy, M Class, Port Washington, NY, Edward Helme, Jr., (516) 883-8453.

OCTOBER 12: White Rose Cup, EC-12 Class, York, PA, John Krick, (215) 461-5530.

OCTOBER 13: Columbus Day, Any Boat, Needham, MA, Jack Sullivan, (617) 668-7163.

OCTOBER 18: MYRRA, M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

OCTOBER 19: Frostbite Series, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

OCTOBER 26: Millpond Invitational, 36/600 Class, Port Washington, NY, Edward Helme, Jr., ((516) 883-8453.

#### SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled for this fall, open to any interested canoeist:

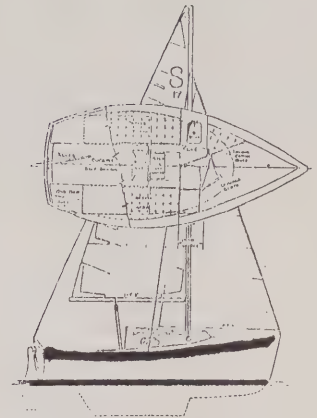
SEPTEMBER 20: Tidal paddling to Monomoy Island off Chatham, MA, good birding. Limited to experienced paddlers. Contact Russ Otley at (617) 563-6637.

SEPTEMBER 26-28: Flatwater on Saco River in Maine with primitive camping. Contact Marilyn Young at (617) 222-0472 or Steve Hayes at (617) 438-7263.

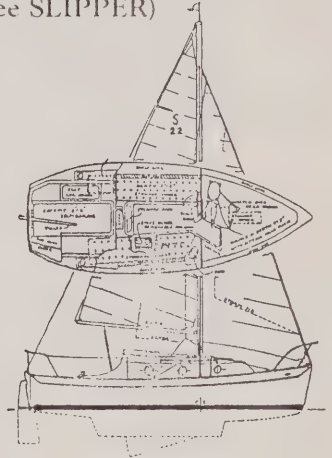
OCTOBER 4: Flatwater paddling on the Nemasket and Taunton Rivers, good for beginners. Call Judy O'Bryant at (617) 587-3370.

OCTOBER 18: Tidal paddling on Old Harbor Creek in Sandwich, interesting marshes, good birding. Call Carolyn Crowell at (617) 888-4923.

## SEAWARD CRUISING SLOOPS 17' - 22' - 24'

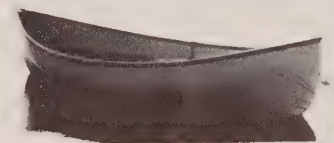


### SEAWARD 17 (Née SLIPPER)



### SEAWARD 22 AND 24' CRUISER

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MA 02748 (617) 992-1807



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Oars designed for rowers by rowers:

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GRANTA WOODEN SEA KAYAK KITS

## Granta SEA KAYAKS

Folks around these shores are bigger than in Olde England. As a consequence, the SEA ROVER 17 is now in stock with a longer cockpit. It is 33 inches long and allows even a 6'6" fellow to pull up his knees.

With the same shipment we got some SCANDIA DOUBLE kits. Really nice and with a newly designed, much stronger, cockpit (actually the same as the SEA ROVER). Both models were produced at the request of Hudson Canoe because we are on the biggish side too.

A new, larger, eskimo type is also in the works. All of this will considerably "broaden" our selection.

Glass boats come complete with seats, spray-covers and backrests. Foot operated, flip-up rudders are also included.

Kit boats include two quarts of Chem Tech 26 sheathing epoxy.

KITS:		
ANGMAGSSALIK (standard, 190 lbs. max.)	18'8"	\$320
SEA ROVER 17 (Standard, 27" cockpit)	17'2"	\$320
SEA ROVER 17 (long cockpit, 33")	17'2"	\$380
SCANDIA DOUBLE (dual 33" cockpits)	17'6"	\$415

COMPLETE BOATS (FIBERGLASS):		
TOURING SINGLE	14'6"	\$720
SEA KAYAK	14'5"	\$790
DUAL COCKPIT DOUBLE	17'1"	\$990
LONG COCKPIT DOUBLE	17'1"	\$990

### HUDSON CANOE

14 HILLSIDE AVE. CROTON, NY 10520  
(914) 271-5387



### MCKC PADDLING

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has a fall schedule of canoeing planned. If you're interested in these events and this club, contact the club at P.O. Box 1868, Brooklyn, NY 11202.

SEPTEMBER 20-21: Class II-III whitewater on Lehigh River. Camping but no canoe rentals available. Call Salil Kharkar at (212) 796-3396 eves.

SEPTEMBER 20-21: Class I whitewater at Delaware Water Gap. Canoe camping and rentals available. Call Chris Nielsen at (201) 584-6022 days.

SEPTEMBER 20-21: Watermelon Cruise at Camp Alvernia, canoes available for members' use. Overnight accomodation available. Call Al Musial at (212) 775-8741 days.

SEPTEMBER 27-28: Brownwater on Batsto River in Jersey Pine Barrens. Camping and canoe rentals available. Call Betty Quick at (914) 986-5187 eves.

OCTOBER 4: Best available Class II whitewater. Rentals a possibility. Call Kirk van Tassell at (212) 749-6784 eves.

OCTOBER 18-19: Class II-III whitewater on Lehigh River, camping but no canoe rentals. Call Bill Simon at (212) 734-8605 eves.

OCTOBER 25-26: Shenandoah Canoe Co. Auction at Luray, VA. Buy a boat or gear, paddle Class I-II water. Rentals available. Call Chris Nielsen at (201) 584-6022 days.

## CLASSIC ROWING CRAFT

Handlaid Fiberglass Construction  
Yacht Quality Mahogany Trim  
Custom Work Our Specialty

11' ELEGANT YACHT TENDER  
13' MAINE PEAPOD  
15' ADIRONDACK GUIDEBOAT  
14' & 16' WHITEHALLS  
17' RANGELEY

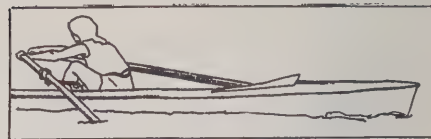
12', 14' & 16' ROWING/POWER DORIES  
15' MOOSEHEAD LAKER

### Small Boat Exchange



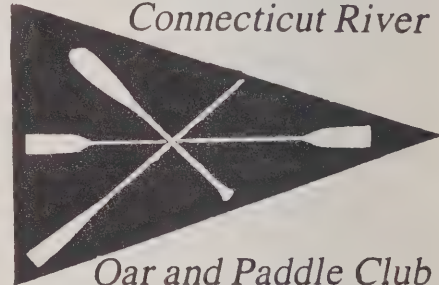
31 MAIN STREET  
BURLINGTON, VT 05401  
(802) 864-5437

## THE NORTH SHORE ROWING CLUB



North Shore rowing enthusiasts might want to look into the new North Shore Rowing Club located on the Danvers River at Port Marina on Harbor St. in Danvers, MA, just off the junction of Rts. 35 and 128. The group is now accepting memberships. It provides a selection of recreational and racing shells, learn-to-row classes and instruction, and rack storage for members' shells for Spring 1987. Limited charter memberships are available on a first-come basis at an initiation fee of \$200 and 1986 dues of \$100.

### Connecticut River



### Oar and Paddle Club

The Connecticut River Oar & Paddle Club has the following events scheduled into fall:

SEPTEMBER 27: Hamburg Cove sunset cruise leaving boatyard at 4 p.m. to ride the tide to Hamburg Cove and back, a 10 mile cruise.

OCTOBER 11-12: Annual Traditional Small Craft Meet. Tryout a variety of small boats, participate in the first Connecticut River Traditional Rowing Race (1.5 miles). Enjoy Sunday brunch on Calves Island. Pre-registration at \$7 per guest (\$5 member), CROPC, 18 Riverside Ave., Old Saybrook, CT 06457.

OCTOBER 26: Fourth Annual Fall Leaf Cruise, departs boatyard at 1 p.m. for 4.5 mile cruise in backstreams of Lord's Cove.

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.





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The Custom House Museum in Newburyport, MA, is currently featuring an ongoing exhibit, "Newburyport Shipbuilding". This includes a variety of half-hull and full rigged models of local boats, portraits of principal builders, paintings, prints and carvings of the shipbuilding era in town. Adult admission is only \$1.50, senior citizens \$1 and children 5-15, \$.75. Hours are Monday-Saturday 10 a.m. to 4:30 p.m.; Sunday 1-4 p.m. For more information call the Custom House Museum at (617) 462-8681, or write to them at 25 Water St., Newburyport, MA 01950.

## THE ATLANTIC CHALLENGE

Been wondering whatever happened to the Atlantic Challenge French Gig races held July 4th weekend at the Statue of Liberty Centennial in New York? Me too. I couldn't afford the time and expense to go myself and no follow-up reports came back from the folks at the Rockport Apprenticeship who were behind the whole French Gig effort. They all heaved a sigh of relief and took vacations.

Well, I saw a video of the rowing events done by the Gloucester, MA, local cable TV channel, focussed on the Gloucester women's team, the Sirens. And I've talked with the Sirens about their experiences there. I'm going to include the story of the Challenge in the upcoming story on this group of oarswomen who worked so hard to be in New York and found themselves now hooked on rowing as sport.

The races did take place, but nobody in New York noticed, except the participants and their followers. The French crews won overall. It was good fellowship for all, but not the media event envisioned. Way too many BIG THINGS going on there that weekend.

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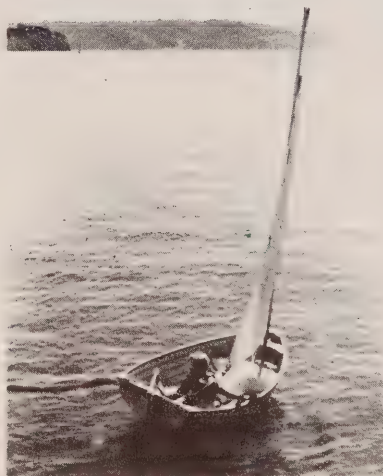
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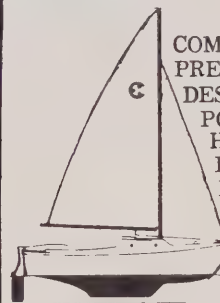
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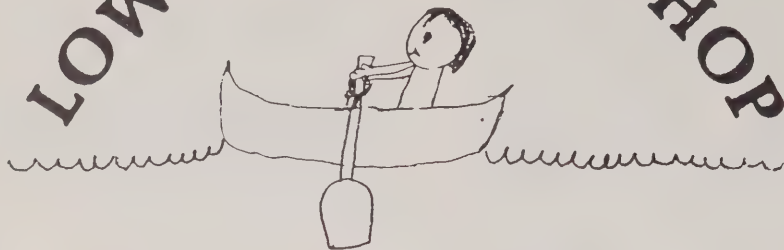


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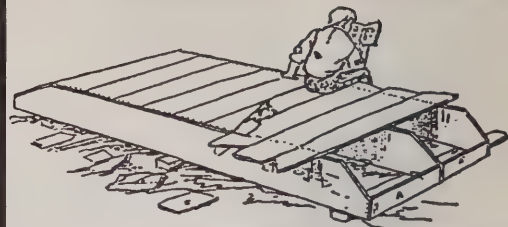
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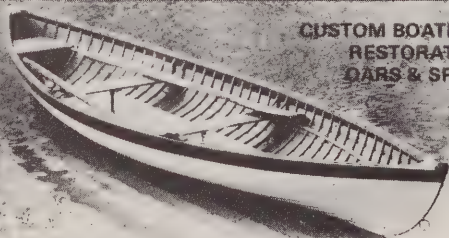
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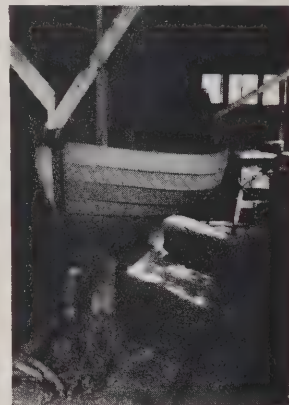
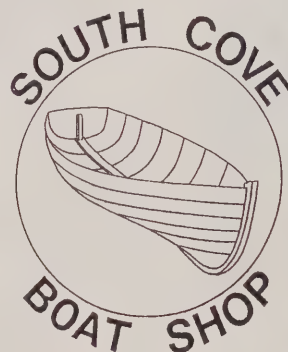
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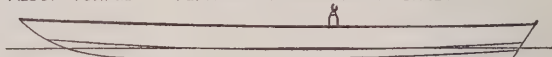


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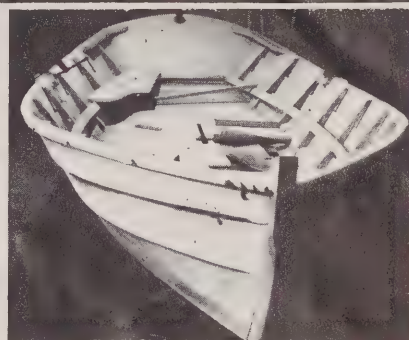
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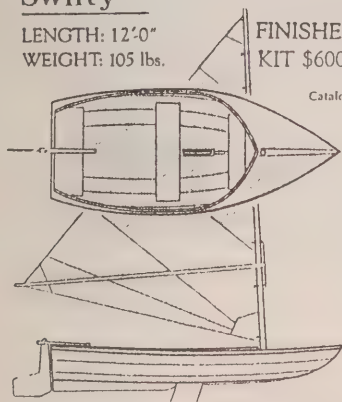
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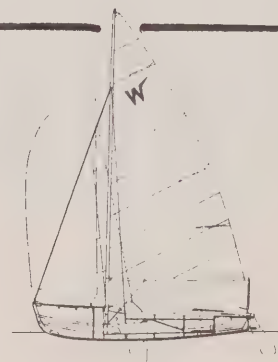


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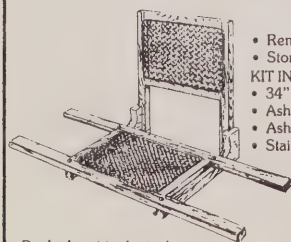
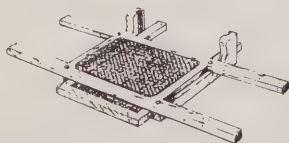
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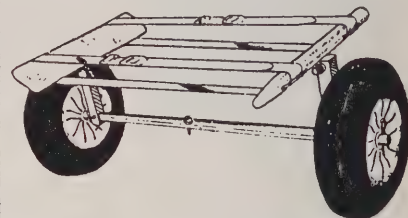


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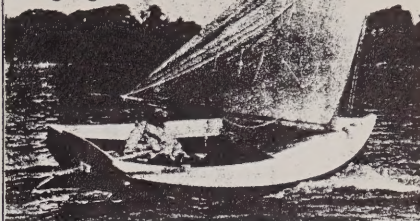
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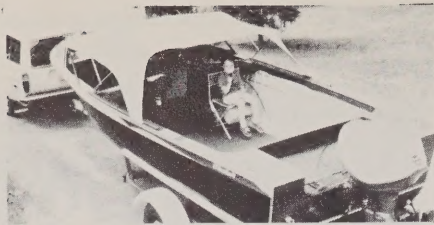
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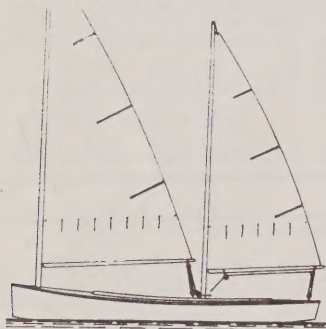
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**12' HOLDER DAYSAILER,** cat rigged, with sail. Yellow hull, boom vang, paddle, sail bag, ALL in like-new condition. New 1984. With 1984 Cox galvanized trailer. \$1,150.

**JOHN MURACH,** Dracut, MA, (617) 454-5927 eves. (10)

**16' COMPAC,** 1979 with 1980 Johnson 4.5, main, jib, genoa, sail cover, sail bags, tiller cover, portable head, stove, custom storage, misc. cruising equipment, galv. trailer. \$4,100.

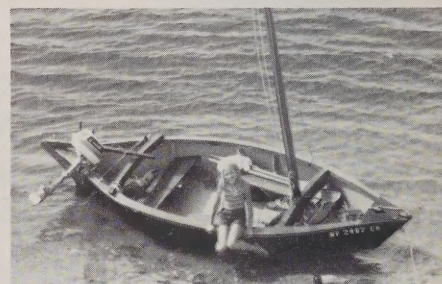
**JAMES CONNOLLY,** Hingham, MA, (617) 749-0825. (10)

**NEW 1986 MARINER OUTBOARDS,** Must sell! 2hp-\$378; 5hp-\$749; 9.9hp-\$1195; 15hp-\$1295.

**WALT'S BOAT & TACKLE,** 1275 Pawtucket Blvd., Rt. 113, Lowell, MA 01854, (617) 454-1746. (10)

**SAILBOATS.** Used '83 ComPac 16', lots of extras, teak grate, sail & jib covers, Evinrude 4 hp, trailer. Everything like new. \$5300. Pace-ship 12' with almost new trailer. Rudder lost. \$1000.

**FERNALD'S MARINE,** Rt. 1A, Newbury, MA, (617) 465-0312. (9)



**14' DOUBLE ENDER SAILBOAT.** 5' beam, draws 18". With 4 hp 1985 Evinrude longshaft OB. Two mainsails and jib. I designed and built this boat and had seven great seasons of use. Moving to a larger boat. Call for more info.

**JACK USIS,** Smithtown, NY, (516) 265-5133. (9)

**SAILING CANOE.** 1947 Old Town HW canvas/w/wood, restored.. New sail, original hardware. \$1900.

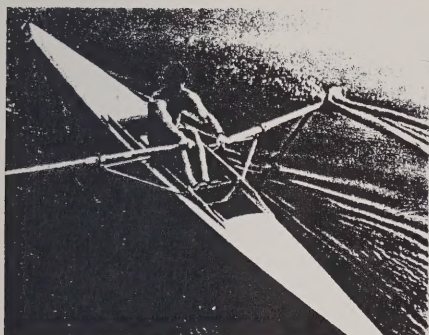
**THOMAS COX,** E. Islip, NY, (516) 277-2622. (10)

**EASY RIDER ESKIMO SEA KAYAK.** 17' expedition equipped with rudder, bulkheads, spray skirt, compass, paddles. Like new. \$995. Boat's in Brooklyn, NY, I'm in L.A.

**DAVID GASPERIK,** Hollywood, CA, (213) 467-6482. (9)



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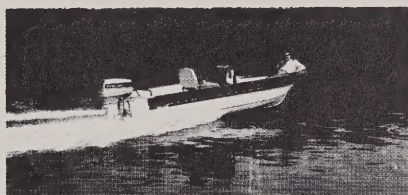
**CAPE COD FROSTY.** Sailing dinghy, like new, used once. Red and white hull, blue and white sail. Plus extras. List price is \$581. Make good offer and I'll deliver it to your door. MARTIN GARREN, Irvington, NY, (914) 591-5189. (9)

**MARINER OUTBOARD SALE.** 1986 clearance. 2 hp \$385; 5 hp \$739; 9.9 hp \$1189; 15 hp \$1295. WALT'S BOAT & TACKLE, 1275 Pawtucket Blvd. Rt. 113, Lowell, MA 01854, (617) 454-1746. (9)

**15' TASAR CLASS SAILBOAT,** excellent condition. Great fun to sail. lightweight and easy to rig. Would consider two-man F/G sea kayak as trade. \$1,200. KEN CONDON, Wilbraham, MA, (413) 596-4998. (11)

**17' MFG SLOOP.** Great camping/cruiser in excellent condition. Extras include sleeping cushions for two, 4hp Evinrude, anchor, 12v battery, Cox trailer. \$2,950. TED COYER, P.O. Box 1100, Cos Cob, CT 06807, (203) 637-4184.

**15' PEAPOD.** Pine over oak, tanbark sprit rig, oars, rudder, tiller and trailer. \$800. ED SPINNEY, Warwick, RI, (401) 739-4985. (13)



**16' MARVAC CENTER CONSOLE,** 1986, with 75hp Mariner O/B. 82" beam, hand laid F/G. Includes galv. roller trailer. All new, \$8,495. WALT GIBSON, Lowell, MA, (617) 454-1746 or (617) 957-5865. (10)

**14' BEETLE CAT** by Concordia, #512 (circa 1955). Hood sails, mooring cover, cradle, trailer. Currently sailing New Hampshire lakes. Asking \$1,400. E. JOY, Topsfield, MA, (617) 887-5438. (10)

**18'1" AUXILIARY CATBOAT,** John G. Alden, F.C. Williams design. Built 1957. Mahogany on oak. Gaff rig, 1-cylinder early type engine, wheel steering, cuddy cabin. JIM BOVE, Fremont, CA, (415) 792-7359. (10)

**12' MAD RIVER SOLO CANOE** with single paddle. Good shape. \$200. JAY OKER, Salem, Ma. (617) 927-7451 days, (617) 745-0847 eves. (10)

**ALDEN OCEAN SHELL,** 1980. Like new, completely equipped. Asking \$950. CAMPBELL SEAMANS, Salem, MA, (617) 745-1876 days, (617) 745-5306 eves. (10)

**18' CATBOAT.** Fiberglass over plywood, marconi rig. Sleeps two. Berth and cockpit cushions. Edson steering. Built in 1978 by Cloutman of Marblehead, MA. \$5500. R.J. VILLA, Manchester, MA, (617) 526-7127 eves. (9)

**WANTED:** Wooden canoe needing restoration, the older, the better. Also interested in wooden sailing dinghies (12' and under) needing restoration. TOM DOANE, 9 Farley Ave., Ipswich, MA 01938, (617) 356-7689. (8)

**WANTED.** Wooden dinghies needing restoration. Prefer 9'-12' classic round bottom. JIM BERRAY, 316 Black Rock Tpke., W. Redding, CT 06896, (203) 938-2664. (9)



**CLASSIC WITTHOLZ DESIGN 19' catboat "Tempest"** completely restored 1984-1985. Dacron sail, 15 H.P. long shaft, electric start Evinrude - new 1984. Fully found, all equip. ready to go. \$6,000. W.J. SMITH, Glen Head, NY (516) 676-7800. (9)



**33' CASCO BAY CRUISER.** Herdel design, mahogany over oak. 6 cyl. Lister air-cooled diesel rebuilt with 150-200 hours. Bronze fastened. Never used commercially. Used each season and located at Seth Persson Boatbuilders, Old Saybrook, CT. Owner purchasing sailboat. Asking \$16,500 or B.O. MIKE SHERWOOD, Old Lyme, CT, (203) 767-1233 days, (203) 434-2276 eves. (9)

**1963 THOMPSON.** Chris Craft 20' lapstrake, one of very few made. Deep (39") open boat with console steering on side (ship's wheel) and V-berth under front deck. Large ventilating aluminum windshield. New top in 1985. Completely sound. 1985 Shoreline 2300 lbs. cap. galv. trailer. \$1800. New 90 hp Merc outboard available. R.E. WADON, Randolph, MA, (617) 963-2036. (9)

**QUODDY 12 SAILING DINGHY,** fiberglass, needs work. Good sail, mast, boom, trailer. \$600. BOB HARRISON, Plymouth, MA, (617) 747-1724. (10)

**16' GREAT PELICAN,** under construction. For sale now or when completed. Interested parties please call. STAN DZIEMA, Walpole, MA, (617) 668-3879. (10)

**15' WEST WIGHT POTTER,** original pocket cruiser. Complete with trailer and 2hp Johnson. Just add water. \$3,300. BOB SABO, Milford, CT, (203) 878-6205 after 6pm. (10)





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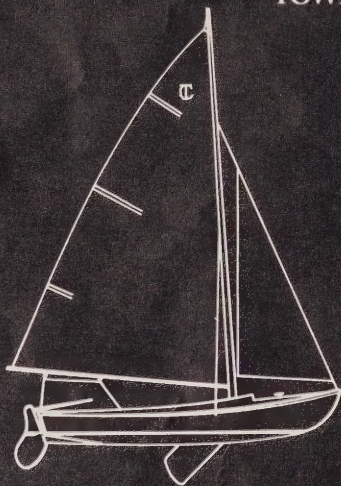
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